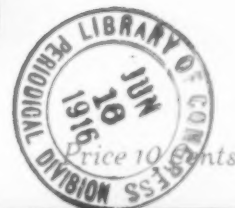


# Leslie's

*Illustrated Weekly Newspaper*  
*Established in 1855*

JUNE 15<sup>th</sup> 1916



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Drawn by  
E. Fickler

THE OMEN



## Call the Roll of the Great—

OF the men and women who have made the history of the world through forces set in motion and directed by them—who are they? Julius Cæsar, the name that sums up all that is supremely majestic and dazzlingly imperial in kingly power; Alexander the Great, the most astonishing figure of all times, one of the world's prodigies; Hannibal, the implacable foe of Rome, unequalled as a manipulator of men; Darius, the great organizer, the most modern

of the ancients, who established the first real empire in all history; Peter the Great, whose practical genius created a great nation from the semi-barbarous tribes of Eastern Europe; Elizabeth, whose foresight and commanding qualities of mind made England the dominating power among the nations of the earth—these are only a few of the marvelous life stories—each with its important lesson—that are told as never before in the twenty volumes of this beautiful *new* edition of

## Famous Characters of History

### Our Great Instructors

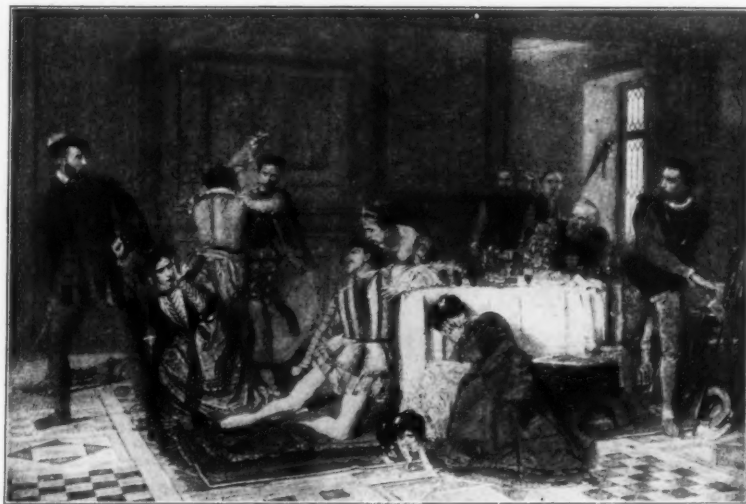
The lives of famous characters are the beacons that will guide us safely on the voyage of life, though the sea of time we navigate is full of perils. But it is not an unknown sea. It has been traversed for ages, and there is not a sunken rock or treacherous shoal which is not marked by the wreck of those who have preceded us.

### Partial List of Famous Characters

Every One a Wonderful Personality

- |                          |                      |
|--------------------------|----------------------|
| 1. Alexander the Great   | 18. Josephine        |
| 2. William the Conqueror | 19. Queen Elizabeth  |
| 3. Cyrus the Great       | 20. Alfred the Great |
| 4. Hannibal              |                      |
| 5. Pyrrhus               |                      |
| 6. Peter the Great       |                      |
| 7. Genghis Khan          |                      |
| 8. Hernando Cortez       |                      |
| 9. Marie Antoinette      |                      |
| 10. Romulus              |                      |
| 11. Mary Queen of Scots  |                      |
| 12. Henry IV             |                      |
| 13. Xerxes               |                      |
| 14. Julius Cæsar         |                      |
| 15. Nero                 |                      |
| 16. Cleopatra            |                      |
| 17. Darius the Great     |                      |

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**But Send Coupon Today—Money Back If Not Satisfied**

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No set of books—no matter how costly—was ever written that will compare with this work for entertainment and instruction—and the stories have the supreme merit of being *true*. Is it any wonder that the appetite of the reading public demands edition after edition—that no home or school library is considered complete without these wonderful books?

These twenty volumes throw wide open to us the doors of the great ones of earth. We see them as real men and women, not as demigods.

Monarchs, statesmen, writers, soldiers and fair women of royal blood march in bewildering procession before our eyes. We catch glimpses of the rich interiors of luxurious palaces where, in an atmosphere redolent of perfume and blandishment, queens and warriors played deep with hearts, and great crimes springing from high passions reddened the pages of history; of the depths of castle dungeons where prisoners of state dragged out their wretched lives awaiting a day of deliverance that never came.

### Woman's Subtle Mystery

was never so strikingly shown as in the stories told in these volumes of the lives of Cleopatra and Mary Stuart. Heiresses of a kingly line, of rare mental accomplishments, unequalled beauty, with all the irresistible allurements of their sex, they mingled in their characters the most irreconcilable contrasts—paltry arts and dissolute passions with magnificent spirit and royal pride, fickleness and falsehood with tenderness and truth, all that we most deplore with what we most admire. Each quaffed deep of the cup of life, of its joys and agonies. Each paid the price in the coinage of the wages of sin.

Where in the pages of the great masters of romantic fiction do we find stories that, in depths of folly and heights of heroism, can compare with these tragic lives?

### Great Historical Events

which were the turning points in the careers of these famous characters, and whose effects were far reaching in shaping the course of civilization, are vividly described in these volumes: The horrible Massacre of Saint Bartholomew and the terrible religious wars which desolated the sixteenth century, the veritable history of which is wilder than any romance; Decisive Battles which wiped out empires and created epochs, are pictured with all the strong dramatic interest which the circumstances attending them excite—the Battle of Arbela, which sealed the fate of the Persian Empire; Marathon, the Waterloo of Darius the Great; the Battle of Cannæ that put an end to Hannibal's dream of the conquest of Rome; Pharsalia, in which Cæsar displayed his most brilliant generalship; the Battle of Hastings which changed the whole current of English history; the Destruction of the Spanish Armada, which made England undisputed "Mistress of the Seas"; Pultowa, which marked the rise of Russia as a great power—all these big events of history, and hundreds of minor ones, are seen revolving around these famous characters who will ever continue to hold the center of the stage in human interest.



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Send me, prepaid, the 20 gold top volumes of "Famous Characters of History" and the 6 volume Dumas as per your offer. Enclosed find \$1.00 first payment. If as represented, I will keep the books and remit \$1.00 a month for 14 months after their receipt. Otherwise, I will, within 5 days, ask for instructions for their return, at your expense, my \$1.00 to be refunded on their receipt.

Name

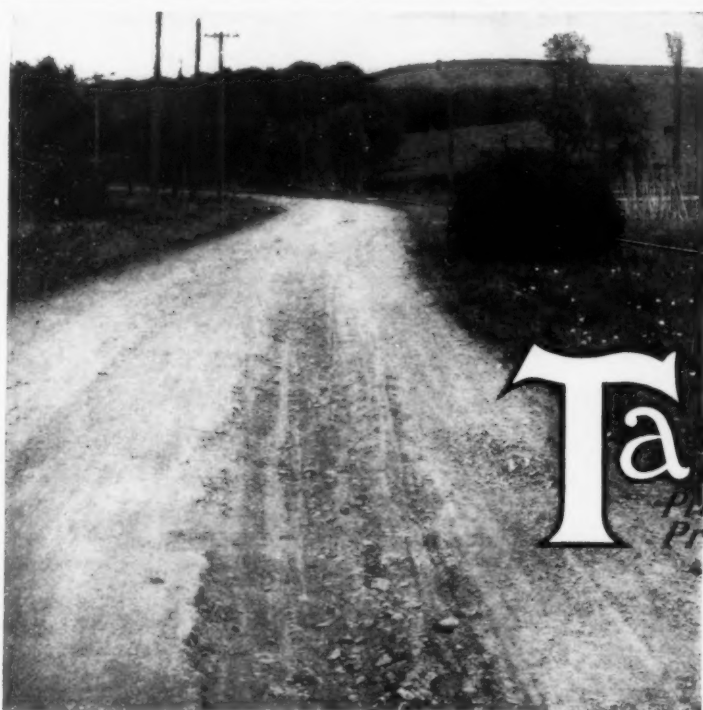
Address

Occupation

Les. 6-15







Forest Lawn Road, Florence, Neb., showing condition of road before the use of "Tarvia-X".



Forest Lawn Road, Florence, Neb., showing transformation of road surface after the use of "Tarvia-X", penetration method.

# Tarvia

Preserves Roads  
Prevents Dust -

## Tarvia Saves the Taxpayer's Money!

**W**HAT wears out a macadam road? Not so much the weight of the traffic or the friction of the wheels carrying that weight, as the *pry and dig* of the motive force.

When the horse is the motive, it is the pry and dig of his iron shoes, rather than the wheels that disintegrate the macadam.

When the gasoline engine is the motive, it is the prying leverage of the driving wheels that disintegrates the macadam.

The heavier the weight, the harder the pry and dig.

The greater the traffic of the heavy cars, the more incessant is the pry and dig.

So the endless procession of automobiles and horses means constant disintegration of macadam roads, and the taxpayer's hand must go into his pocket to pay for it.

The way to correct this is to *build and treat your roads with Tarvia*. Its use slightly increases the first cost but it adds so much to the life of the highway and reduces maintenance expense so materially that *its use is a great economy*.

### About Tarvia

Tarvia is a coal tar preparation, shipped in barrels or in tank cars.

It is made in three grades, to be used according to road conditions, viz.

"Tarvia-X", "Tarvia-A", "Tarvia-B".

The chief use of Tarvia is for constructing and treating macadam roads,—to make them durable, smooth, resilient, dustless, mudless, waterproof.

It is also used on concrete roads, on brick pavements and even on good gravel roads—to smooth out irregularities, to arrest disintegration and for repairs.

### "Tarvia-X"

"Tarvia-X" is always to be used when you are building a *new* macadam road, both as a binder and surface coating. The old way in building macadam was to use *water* as a binder.

But a water-bound macadam wears out quickly under modern traffic that loosens the surface, grinds it into clouds of dust, makes heavy mud and leaves the road full of holes.

### Results and Cost of "Tarvia-X"

With "Tarvia-X" in place of water, you have a road smooth enough to dance on—resilient enough for rubber tires to grip on without skidding, or for horses to trot on without slipping, without dust in dry weather—without slime in wet weather. You have a road that *lasts*.

The first cost of making a tarvia-macadam costs but little more than the old-fashioned macadam, but the saving in maintenance more than pays this difference. So Tarvia costs you practically nothing!

### "Tarvia-A"

"Tarvia-A" is, practically, a thin "Tarvia-X", used for recoating the surface of a macadam road already built. It is applied hot and adds greatly to the life of the road. It keeps the road dustless, smooth and inviting to traffic, but its use is confined to certain kinds of traffic to be economical.

### "Tarvia-B"

"Tarvia-B" is a much more widely used preservative. It is applied *cold*. It is thin enough to sink quickly into the road, yet strong enough to bind the surface particles together into a dustless, durable surface. "Tarvia-B" offers the lowest cost of road maintenance yet invented.

Tarvia roads invariably reduce taxes for road building and maintenance. They give a maximum of road efficiency for a minimum of cost.

### Special Service Department

In order to bring the facts before taxpayers as well as road authorities, The Barrett Company has organized a Special Service Department, which keeps up to the minute on all road problems. If you will write to the nearest office regarding road conditions or problems in your vicinity, the matter will have the prompt attention of experienced engineers. This service is free for the asking.

If you want *better roads and lower taxes*, this Department can greatly assist you.

Illustrated booklet describing the various Tarvia treatments free on request.

New York Chicago Philadelphia  
Cleveland Cincinnati Pittsburgh  
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# EDITORIAL

LET THE THINKING PEOPLE RULE!

## JAMES J. HILL'S LESSON

**A**N immigrant boy who became a captain of industry and left \$100,000,000 has just died at St. Paul. His life is a lesson to every aspiring youth in the land. It will give him new heart to take up the tasks that lie before him and that lie before every one whose goal is the highest achievement.

The life of James J. Hill is in itself a striking rebuke to the preachers of discontent whether on the soap box at the corner, at the desk of the college professor or in the pulpit of the preacher who stirs the passions of the people by denouncing captains of industry as the unworthy beneficiaries of special favors.

From the humblest station in life Mr. Hill rose to be the master builder of the great Northwest. He goes to his grave in the fulness of years mourned by millions of his beneficiaries. What he has done in a big way, others have done and are still doing in smaller measure.

Let us exalt the story of James J. Hill. It is far better for the rising generation to be taught respect for our empire builders than to cry out that the rich are becoming richer and the poor poorer. Let us teach our youth to emulate the example of the successful, and to point to men like Mr. Hill as the best proof that if the world owes any man a living he must go out and get it and not ask some one else to get it for him.

The farmer's son who in 1856, a fatherless boy, left the farm, and went to St. Paul on a Mississippi packet was not moved by a spirit of adventure but by careful judgment. He came to the United States because he believed it was, then as it is today, the door of opportunity for the man of industry, integrity and determination.

Accepting the humblest service as a laborer on the dock, he rose step by step to the masterful control of his vast transportation interests, and laid the foundations of a colossal fortune.

He was a pioneer in the development of one of the richest sections of the country. His sagacity foresaw its future, and his credit enlisted the capital that constructed new highways into the richest unploughed region in the world. His genius created the farm and the factory, and gave them access to profitable markets.

Mr. Hill was a home builder. He pulled up the stakes that marked the wilderness and expanded the agricultural area of the country from the Mississippi River to the Pacific Ocean. Only a master builder can wipe out the desert, transform untrodden prairies into blossoming farms, and dot them with thriving communities webbed by lines of railroads.

When Mr. Hill landed from the packet boat at St. Paul, that was a frontier town with a population of 5,000. Today it has increased nearly a hundred fold. Take the map of the United States. Glance at it in 1856 when Mr. Hill left his father's farm at Guelph, Ontario. Compare it with the map of 1916.

Note the priceless wealth that has poured into this vast territory. The Red River Valley, the granary of the world's wheat market, feeds the nations; prosperous industries with millions of well-paid employees have been established; and cities of metropolitan size have arisen.

The value of the increase of public wealth made secure on foundations laid by one great captain of industry is incalculable. It cannot be expressed in millions. Who shall say that Mr. Hill was not entitled to his enormous fortune? And who shall decry the master builders of our railroads, the captains of our industries and the financiers without whose co-operation no great achievement is possible and no master building effective?

"The man with the big opportunity today is the man in the ranks," said Mr. Hill not long ago. Let

## THE IDEAL GOVERNMENT

BY JUSTICE CHARLES EVANS HUGHES

**T**HE people are entitled to have unselfish leadership and unselfish representation. Popular Government will not attain its ideal until it becomes a point of honor for political leaders not to make their political fortunes the test of their actions.

this be the answer to those who proclaim the gospel of envy and hatred. It is their preachments that fill the headline and call for the Bundle Day. The master builder has no use for either.

Mr. Hill could not have done his great work if he had lived in the repellent atmosphere of today. He would have been turned aside by the heavy restrictions placed on the railroads, the limitations on big business and the handicaps on big men.

An empire in the Southwest lies almost as fallow now as the prairie empire of the Northwest did when Mr. Hill appeared to open the way for its redemption over half a century ago. Empire builders are ready to do in the Southwest what Mr. Hill did in the Northwest, but the work is left undone. Why?

The imperial state of Texas with its enormous areas of fertile land finds them a drug on the market. No railroad is within reaching distance, because its drastic legislation is bankrupting the railroads of Texas. The new railroad mileage built in the United States last year was the smallest in nearly a quarter of a century. Why? Because the captains of industry have been driven from the field. The country suffers.

Mr. Hill was not the last of the great leaders, as some have said. Others are ready to follow in his footsteps. Bright, able, ambitious, young men stand ready to lead. Take the shackles from big business, give the railroads fair play, administer the Sherman law in the light of reason, remove the hardships of the Seaman's law, give capital free opportunity, and master builders of the new generation will promptly appear.

## SHOCKING!

**T**HE worst conditions were found in the child-caring institutions for the feeble-minded on Randall's Island. I saw infants lying on a sun-baked veranda because there was no room to put them elsewhere, because there were insufficient nurses to take them away, without even mosquito netting to cover them and with flies crawling in and out of their mouths. The children in those institutions had been vermin covered; they also had been compelled to go without changes of clothing.

This is the statement made by Mayor Mitchel of New York City regarding the treatment of some of the city's charges. As the result of a careful inspection of other institutions, the Mayor reported that "children were found with their hair knotted with lice, their scalps covered with itching sores, their bodies covered with filthy clothes, underfed and under-nourished, deprived of reasonable opportunity for recreation, compelled to sit on backless wooden benches, some compelled to bathe ten, fifteen, or twenty-five standing in a trough of six inches of water, many of them compelled to use the same towel after bathing."

Who is responsible for this frightful condition of the children committed to institutions at the expense of the city? Somebody is. Yet Mayor Mitchel and Charities Commissioner Kingsbury, instead of being acclaimed for the good work they are doing, are denounced for officious interference with public and private institutions. Some have gone so far as to demand their removal from office. It is well that the matter has thus been brought directly to the attention of the Governor, for it affords him a splendid opportunity to show that he has a backbone, and that he stands with Mayor Mitchel whose sole purpose is to insure the proper conduct of the charitable institutions of the city, to which 22,000 dependent children are committed at an annual cost of \$5,000,000 to the taxpayers.

Have not the civic societies, the women's associations for the improvement of the condition of the poor and all other organizations that seek to alleviate pain and suffering, an urgent call to come into the open and give to our courageous Mayor the support he so richly deserves?

## LET THE PEOPLE RULE!

**A**T the recent primaries in Pennsylvania votes were cast for Billy Sunday and Hans Wagner for President of the United States.

A man built an altar of wood and stones and burned himself to death on it in Colorado, leaving a bible marked with the story of Abraham's near sacrifice of his son Isaac.

A young man who fatally shot a laborer in the back in a New Jersey town, when arrested declared that his motive was known to himself and to his God and that that was sufficient.

A seventy-year-old Chicago bachelor has just established a trust fund of \$2,000,000 for the benefit of ten deserving Illinois institutions. He doesn't want to wait until he dies before he does good.

Somebody sent a crate of eggs by parcels post to an Urbana, Ohio, merchant and because on one of the eggs an inscription had been written, the merchant had to pay \$5.78 postage—the first-class rate.

A mob of four hundred women parishioners of a Slovak Church in Connecticut recently attacked the rectory with sticks, stones and eggs because they disliked the clergyman who had replaced their favorite.

The New York Herald says that a large majority of the 3,000 patients in the tuberculosis hospitals in New York City, costing the taxpayers a million a year, are not suffering from tuberculosis, but are enjoying a good time at the city's expense.

Senator Kenyon in denouncing the \$44,000,000 River and Harbor Bill in the Senate declared that \$20,000,000 of it was "utterly unjustifiable." He said to his associates, "Your motto is 'Let the people squeal.' Some day a congress will be here which will not consider that the greatest statesman is the man who can get the greatest amount of money out of the Federal Treasury."

And yet the people rule!

## THE PLAIN TRUTH

**W**HAT! The Detroit Journal says: "Times are looking up again. LESLIE'S WEEKLY, Collier's and the American Magazine reverting to eulogies of industrial magnates instead of muckraking." Will our esteemed contemporary point out when LESLIE's was ever numbered among the muckrakers? For the past decade it has been fighting the muckraker and the yellow journalist to the best of its ability, and it proposes to keep up the fight until the battle is won. Victory is in sight.

**T**EST! President Wilson in his speech at Arlington Cemetery, served notice on the business men of the country that he intended to put them to the "acid test" to see if they were willing to let their employees volunteer for federal training. Press dispatches report that, under a recent ruling by the Comptroller of the Treasury, Government clerks have been notified that they cannot be granted extra leave on pay to attend military training camps? Can the Comptroller stand the "acid test"?

**P**PRICE-CUTTING! The advertiser of a first-class product who creates a market for it, at a fixed price, is a public benefactor. The dealer who cuts the fixed price of an article the merits of which have been established by liberal advertising is a public nuisance. He makes it difficult for the little dealer to hold his trade and the bargain counter he himself opens, on the pretence that he is cutting the prices of all his goods, is opened under false pretences. Perhaps this accounts for the fact that the referendum of the Chamber of Commerce of the United States shows that more than two-thirds of its members favor legislation to permit the maintenance of resale prices under proper restrictions. The buyer is best satisfied when he knows that he is dealing with a one-priced concern and that nobody else gets a better bargain. The manufacturer of a popular product has everything to gain by making its price reasonable, for if it is unreasonable, competitors will undersell him and take his market away. It is too bad that the question of the maintenance of a fair price for advertised commodities is not fully understood. It is a simple proposition, so simple that there is but one side to it.



*Across the Continent from Monday to Monday*

## Cadillac in thrilling dash from Pacific to Atlantic shows incomparable stability and sustained speed

*Los Angeles to New York in 7 days, 11 hours, 52 minutes*

**T**HE quickest way to appreciate the wonder of this triumphant trans-continental Cadillac trip, is to close your eyes and call up two pictures—one of the start, and the other of the finish.

Transport yourself first, to beautiful Los Angeles, and imagine a Cadillac leaving the city one minute after midnight on a Monday morning, the second week in May.

Then, blot out the picture of Los Angeles and substitute New York, and try to conceive the same car with the same driver swinging blithely up Broadway the Monday following.

No effort of your imagination, no words of ours, and nothing less graphic than a motion picture record can portray the heroic character of the work done by this Cadillac in the interim—between these two Mondays in May.

But the start and the finish, the distance covered, the remarkable time made, the great reduction made from the previous record—all these spell the superlative character of the performance so plainly that no motorist can fail to grasp its meaning.

The Cadillac which 'conquered the continent' was just such a Cadillac as you might buy and drive yourself.

It was equipped as your Cadillac would be equipped, with no special preparations other than those which would ordinarily be made for a long distance tour.

The trans-continental Cadillac was not a specially built car 'stripped for action'—but a fully equipped standard Roadster; and, grant-

ing that you possessed the stamina of its single driver, the journey was one which you yourself might take if you were so inclined.

But, because of the terrific speed almost continually sustained, it involved, of course, hardships to man and car of an unprecedented character.

What it proves of Cadillac stability and endurance is aptly illustrated by a comparison between the Cadillac cross-continent record and the railroad schedule between the two cities.

The distance by rail is 3240 miles—the distance covered by the one Cadillac was 3371 miles.

In the regular railroad schedule between Los Angeles and New York, in spite of smooth tracks, solid road-bed and clear right-of-way, a relay of twenty-two locomotives is called into action.

Consider, now, the almost miraculous endurance of the car, handicapped a hundred times over in the matter of road-bed, yet it traveled its distance without so much attention to its motor as the cleaning of a spark plug.

Its rate of travel ranged from only 5 miles per hour, plowing through hub-deep mud, to 68 miles per hour on smooth stretches.

The railroad schedule is 90 hours—and the Cadillac cut 91 hours and 23 minutes off the previous motor car record made by the same driver in another make of car.

The Cadillac left Los Angeles at 12:01 A.M. Monday, May 8th, and arrived in New York City at 2:53 P.M. Monday, May 15th, with intervals for food and sleep.

In that eventful period of a little more than a week, it was put through a more terrific trial of stamina than the majority of cars encounter in ten years of travel.

Over mountain ranges, along precipitous passes, through desert wastes, fording unbridged streams, and through roads almost impassable at their best but made worse by this spring's copious rains, the Cadillac hurtled heroically on—not merely defying destruction, but unruffled, undisturbed and undaunted.

The wonder of the thing, is not that the trip was made without disaster.

The real wonder of it is not in the limited time that elapsed.

No, the real wonder, and the really valuable lesson, is that this wonderful thing was done with such unprecedented ease.

That this trans-continental Cadillac broke the previous record by nearly four days is incidental to the real achievement.

The real achievement rests in the fact that it emerged from the fray virtually as good a Cadillac as when it began.

It is still a Cadillac with many thousands of miles of service ahead of it.

All that the Cadillac has demonstrated before, is now demonstrated anew in another way.

We all know, now, beyond doubt, that there is not in this nation a set of road conditions which can successfully challenge Cadillac construction.

We all know that the Cadillac has again proven itself to be

***The World's Greatest Road Car.***







#### ON THEIR WAY TO THE INFERNO OF THE TRENCHES

French soldiers leaving the train which has brought them as near the zone of fire as possible. They are on their way to relieve some of the battered battalions that have been holding back the German offensive. May 30th was the 100th day of the battle of Verdun. It was reported on that day that the Germans were massing their forces for a greater attack than any that had preceded it.



#### REFUGEES

Women and children being sent away from the Verdun district. The city of Verdun was evacuated by the entire civil population in February, when the attack began, and is now a mass of ruins. As surrounding villages came within range of the Germans' advancing guns the inhabitants were hustled out with such belongings as they could transport. They are being cared for in all parts of France.



#### DEFENDERS

The shells used in modern warfare are colossal. An estimate of the size of the big ones can be made from this picture, where we see them beside soldiers of ordinary stature. France claims to have an abundance of ammunition, not only for her own needs but to send to Russia. The world has never, perhaps, seen a more remarkable industrial development than the building up of the munitions production of France under the direction of M. Thomas, Minister of Munitions. Much of the labor is done by women.



#### SHELLS OF MANY CALIBERS IN VAST PILES

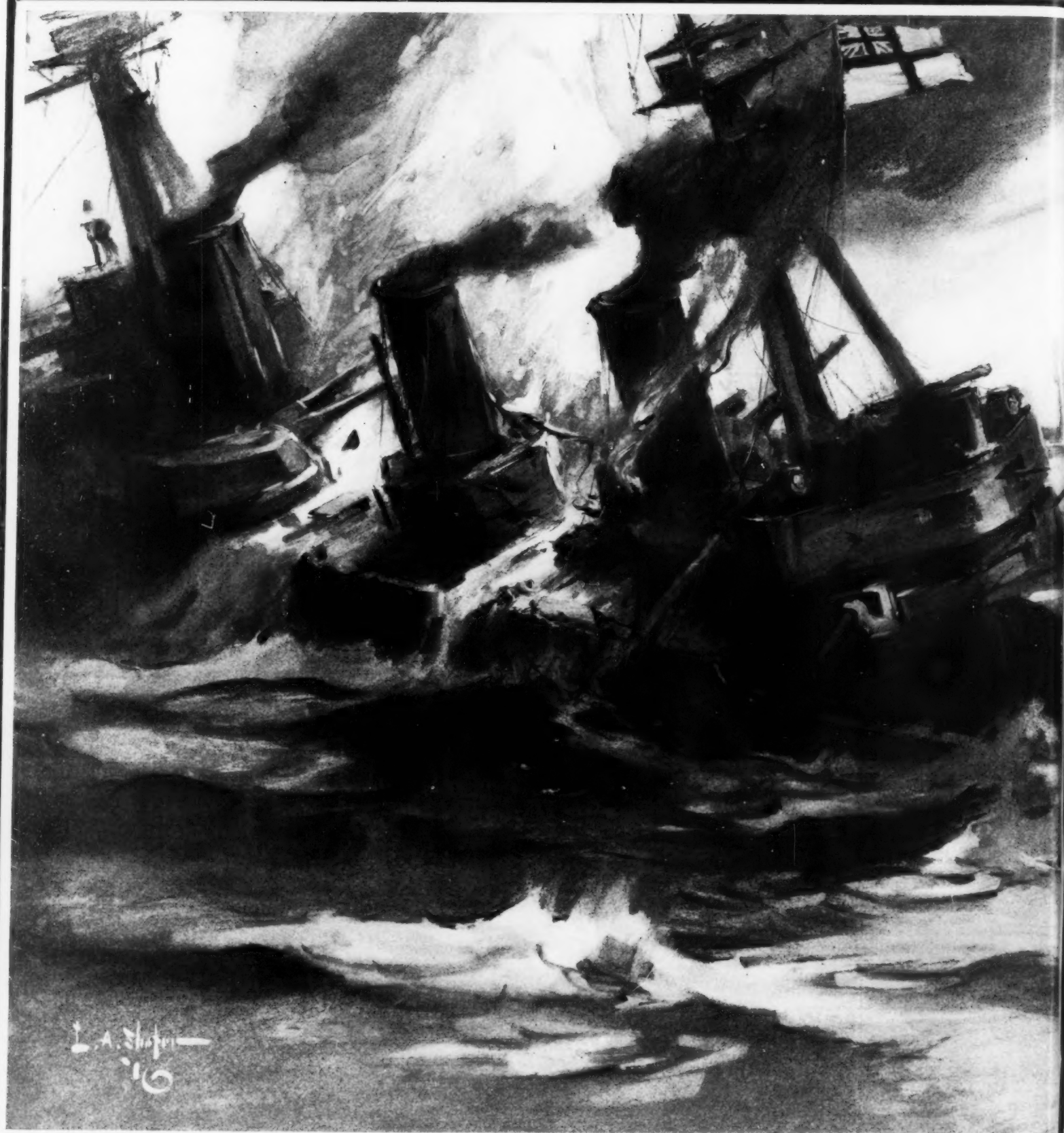
Some idea of the abundance of artillery projectiles may be had from pictures of the depots of reserve ammunition in the rear of the French lines. Our correspondent was assured that this

photograph shows only an ordinary depot, of which there are hundreds. The Germans have recently increased the number of big guns on the Verdun sector.

# ONE HUNDRED DAYS OF BATTLE

PHOTOGRAPHS FROM VERDUN,  
GIVEN BY THE FRENCH  
MINISTRY OF WAR TO  
LUCIAN SWIFT KIRTLAND,  
STAFF CORRESPONDENT  
FOR LESLIE'S

# BRITAIN AND GERMANY IN W



## BRITAIN'S FLEET SEVERELY PUNISHED

Both sides claim a victory as the result of the most desperate and costly battle ever waged on the sea, nearly 150 modern vessels being engaged. The German fleet, under Vice Admiral Scheer, met the British battle cruiser squadron under Rear Admiral Sir David Beatty off the coast of Denmark near the entrance to the Skagerrack about 3:30 p. m. on May 31st and a general engagement followed, the like of which the world has never known. Admiral Beatty had new, powerful and speedy battle cruisers supported by fast armored cruisers and torpedo boats, while opposed to

him was the whole German High Seas fleet. The British Grand Fleet, under Vice Admiral Sir John Jellicoe, was evidently about 100 miles to the southward. From 3:30 until dark the great ships hurled thunderbolts back and forth while Zeppelins, submarines and destroyers sent bombs and torpedoes hurtling against the foe. At dark the Grand Fleet came up, and the Germans, being then overmatched, turned and ran for port. Desultory fighting continued throughout the night. The terrific British losses were promptly and fully reported to the public.\* They included the



# IN WORLD'S BIGGEST SEA FIGHT



## STILL HOLDS CONTROL OF SEA

... battle cruisers *Queen Mary*, *Indefatigable* and *Invincible*, three first-class armored cruisers and eight destroyers—14 vessels with a tonnage of 114,100 and complements aggregating 5,600 officers and men, few of whom survive. The Germans admit the loss of the battleship *Pommern*, the cruisers *Weisbaden*, *Frauenlob* and *Ebling* and six destroyers—10 vessels with a tonnage of 32,515 and complements of 2,493 officers and men. The British Admiralty, however, claims to have positive information of the destruction of German vessels not in the official reports and asserts that the German losses

were actually greater than those of the British. The British blockade has not been shaken by the action. The press of Holland calls the fight a draw. News of the engagement was received with rejoicing in Berlin, but London was rather sobered by the British failure to score a decisive victory. The general impression is that, while the battle cruiser squadron lived up to the best traditions of the navy in maintaining an unequal contest until the Grand Fleet came up, the Germans showed the best generalship. The battle excited intense interest throughout the world.

# A BANKER'S GLIMPSE OF ALASKA

BY THE HON. A. BARTON HEPBURN

ANCHORAGE, ALASKA, May 1, 1916.

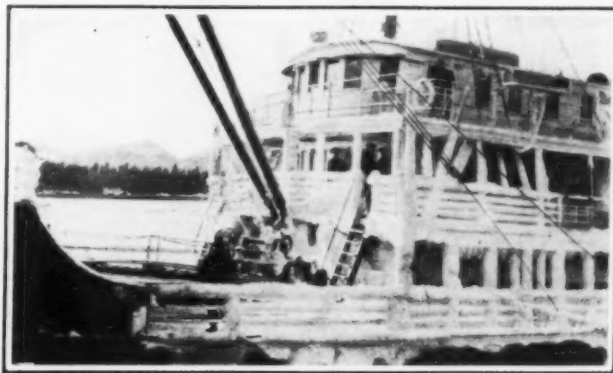
THE Puget Sound Country offers a delightful summer outing especially to one from the East or the interior. The average temperature for July is 74 degrees, for August 70 degrees; no excessive heat serves to prostrate; the soft, invigorating air acts as a tonic and insures rejuvenation. The excellent hotels of Seattle and Tacoma guarantee comfort; the Sound with its many arms and reaches affords all the pleasures of sailing and successful fishing; the many rivers and lakes add to the finny tribes of the sea the bass, the grayling and the trout and the exhilarating sport of rod and reel. The Olympics, the coast range, towered over by Mount Rainier, which looks down upon all the surrounding country from a height of 14,500 feet, offers to the mountain climber his heart's delight. Excellent roads appeal to the motorist and present an unrivaled panorama of lake and landscape, sea and mountain. In season bird and beast appeal to the sportsman, for they abound in numbers surpassing anything which the East affords.

Seward, Alaska, 1,600 miles' sail distant, just south of the Kenai peninsula, is the designated ocean terminus of the system of railways which the Government is building. Anchorage, situated on Cooks Inlet, also on the line of the road now in process of building, will perhaps be the practical freight terminus. The grade over the mountains from Seward to Anchorage is very great and spells difficulty and expense of transportation. Cooks Inlet is ice bound several months each year, and while easily navigable for all vessels now in Alaskan trade would not admit warships or deep-draft ocean vessels. The trade of all Alaska, for that matter, is embargoed during the severe winter months and coal from its enormous interior deposits, as well as other freight, may seek the easy grade to Anchorage and take the water route in season to Seward or elsewhere. If the Government reduces grade by tunneling, Seward is bound to become a large and important seaport. It is only a few hundred miles from the usual route of vessels plying between San Francisco and the Orient. Kuro Siwa—the Japanese current—exercises for Alaska the same modifying effect upon temperature and climate that the Gulf Stream does upon Northern Europe.

Alaska has the same latitude as Denmark, Norway, Sweden and Finland and similar climatic conditions. The same development may be expected in Alaska that has obtained in those Scandinavian countries, increased and intensified by her enormously great latent resources. The Scandinavian countries have 16,000 square miles under cultivation and 75,000 square miles in grazing. Our Department of Agriculture has classified 60,000 square miles in Alaska as suitable for cultivation, located mostly

in the Susitwa, Tanana, and Kuskowim Valleys, with an additional 100,000 suitable for hay and grazing and another 100,000 square miles of reindeer range. This estimate makes available for agricultural purposes 260,000 square miles of the 566,446 square miles which constitute Alaska's total area. Alaska's annual output of gold is \$20,000,000. Fisheries produce nearly as much; it has the richest and largest copper deposits in the world; it has coal deposits equaling those of Pennsylvania and West Virginia in quality and surpassing them in volume.

The four Scandinavian countries have 12,000,000 population and 14,000,000 head of live stock. Applying the same ratio to the available lands of Alaska would give her a population of 30,000,000 with 50,000,000 live stock. The present population of Alaska is, last census, 64,356 including natives. Her growth in population and commerce is bound to be steady and pronounced if not phenomenal. Alaska has 4,000 miles of navigable rivers. The Government has appropriated \$35,000,000



PAINTED BY THE FROST KING

The Admiral Evans arriving at Ketchikan, Alaska, in winter. Snow and frozen ocean spray had coated her with ice from stern to stern.

notwithstanding the very great distance. This fact well establishes the quality of the clarified and invigorating atmosphere of this far-north country.

A careful reading of literature pertaining to Alaska prepared me in part for what the journey was bound to disclose, but seeing is the only sense that can give knowledge and secure appreciation of the grandeur, the sublimity, the fascinating beauty of mountain, sea, stream, fiord, falls, islands, forests, cloud, and the glorious color effects which the dazzling rays of the sun bring into existence. In connection with all these is a land of enchantment for all who love and can appreciate nature.

The Thousand Islands with all their beauty would scarcely serve as a prelude to the surpassing grandeur and loveliness of the many thousand islands that adorn the 3,000 miles of Alaskan coast. The fiords of Norway, the far-famed glaciers of Switzerland can not compare with their counterparts to be found in Alaska in number, variety, size, color effect and all the qualities that give charm to these works of nature. Every intelligent American should read "Alaska, An Empire in the Making" by John J. Underwood and "Alaska, the Great Country" by Ella Higginson. Both interesting and instructive, these books will well repay perusal and give information where gross ignorance now generally prevails.

The trip to Alaska is more than comfortable. It is in the highest sense enjoyable. Well-roomed on the Admiral Watson, of the Admiral Line, I find everything neat and cleanly. Its service is excellent, the food delicious, the beds superior, the discipline good and everything making for comfort and happiness. Commander H. F. Alexander seems to impart his spirit and energy to the entire crew.

All the steamers going to Alaska burn California fuel oil and, notwithstanding the enormous government-owned coal deposits, nearly all local enterprises use the same fuel. The action of the United States Government in rendering it impossible for Alaskans to mine coal for domestic or housekeeping purposes even is most amazing. Our Solons have been stalking monopoly so assiduously that the rights of Alaskans have been ignored lest some plutocrat should possess himself of some of Alaska's great latent resources. Coal lands may not be preempted, but may be leased; the restrictions and requirements, however, are severe and hence fuel continues to come from outside at enormous cost. Anyone wicked enough to build a railroad in Alaska is required to pay a license fee of \$100 a mile, per year, and a dockage tax of 10 cents per ton on all freight in or out of Alaska. Things are improving, however.

The channel is fairly well lighted, but does not compare favorably with the coast of British Columbia. McKensie and Mann, who built the Canadian Northern Railroad,

(Continued on page 753)

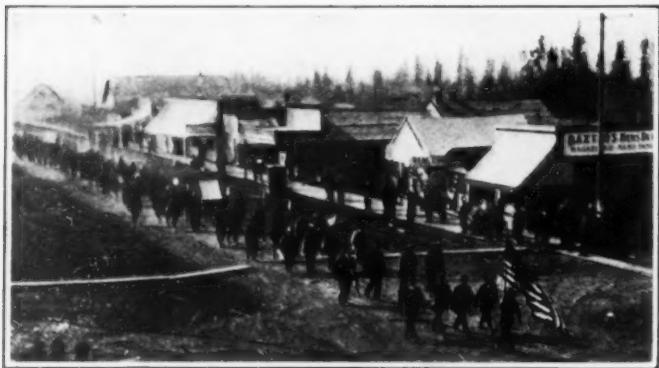


ONE OF ALASKA'S LIVELY TOWNS

Ketchikan, a thriving seaport, is typical of Alaska. While still small it is full of energy and its people have unbounded confidence in its future.

for railway construction, now in active process, which will connect the commerce of these rivers and render accessible the great coal fields and mines, and forest and agricultural products and will invite settlement by making ingress and egress easy of accomplishment.

Anchorage is a government town. Only since July last were people allowed to locate therein. It now contains 5,000 people, mostly in tents and mostly in government employ in the construction of the railroad to the Matanuska coal fields, Fairbanks, and an intersection of the big rivers that empty into the sea north of the Aleutian Peninsula. The difference in low and high tide at Anchorage is 40 feet. The tides of Cooks Inlet are the highest in the world, excepting only those of the Bay of Fundy. Cooks Inlet, with its arms and reaches, many bewildering channels, resulting from the numerous rugged islands, the forbidding and embattled shores rising into lofty mountains, and at present swathed in white almost to the water's edge, possess a virility, a grandeur and sublimity which require the most poetic imagination and most facile pen even faintly to portray. The grand panorama reaches its climax in Mt. McKinley—monarch of the North American continent. With its altitude of 20,460 feet it stands alone in lofty pride and is distinctly visible from the vessel



LABORERS STRIKE AT ANCHORAGE

Anchorage is the newest town in the United States, being less than a year old. It now has a population of 5,000 and in April was the scene of a laborer's strike of considerable size. The photograph shows the strikers parading through the principal street.



# THE YANKEE BATTALION

BY JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



LIEUT. RICHARDSON

**I**N Canada they have—or had recently; it may be over seas by the time this appears in print—a “Yankee Battalion.” The American newspapers call it the American Legion, and that is the way the inscription on the badges worn on the men’s caps and the officers’ tunics reads, too; but throughout Canada it is the Yankee Battalion. It was 1,200 strong the day I visited its camp near Toronto, and was fine and fit and most anxious to be off across the sea.

Almost the first man I met was an old acquaintance of my last Mexican campaign. Lieutenant Richardson he is now, but two years ago, at Vera Cruz, he was just Tracy Richardson, late of Francisco Villa’s machinegun corps. He has had a

hand in several other disturbances and is typical of the soldier of fortune element in the Yankee Battalion—which, by the way, is carried on the official rolls as the 97th Overseas Battalion, C. E. F.

When the war broke out Richardson hurried to Canada and enlisted. He was mustered into the first contingent of Princess Patricia’s regiment, and is one of the few men—some say only six—of that contingent who are still in the service. The others were wiped out around Ypres—killed, captured or crippled beyond further service. Richardson was hit twice in the right leg and once on the back by fragments of shell, and was mustered out



**COMING OUT OF THE TRENCHES**  
Men of the American Legion carrying a dismounted Lewis gun. It is easily handled by one man and can be fired from the shoulder in an emergency.



American army and has served in three campaigns. Five graduates of West Point and two of Annapolis are serving, and about 50 men who were recently in the Mexican war are enlisted.

Nearly all the men who have not had army service are of the adventurous type. Some are mining prospectors, others bushmen, cowboys, ranchers or anything else that has called for a wild, stirring life. They are all men who have enlisted because they want to see fighting, and as it is threatened to use them to reinforce the shattered but reconstructed Princess Pats they are in a



**THE TRAP**  
Men of the Legion being instructed in the use of a fortification trick—the luring of the enemy into a communication trench where he can be raked with machine guns.

**AMERICANS TO A MAN**  
The Legion is made up of American citizens, though many of them were residents of Canada before enlisting. The majority, however, assembled from the four quarters of the globe when they learned that Canada was to have a regiment made up of men from the United States. Several thousand Americans enlisted in Canadian regiments before the American Legion was formed.



**LEWIS GUN AT WORK**  
Note the wheel on the top of the barrel. That is the revolving magazine from which cartridges are dropped into the firing chamber. The barrel is air-cooled.

with an honorable discharge because the surgeons thought he would never be fit for soldiering again. But he got well and strong and promptly enlisted again, this time with his own countrymen, and was given a commission. When they looked him over they noted down 24 scars from wounds on his body.

It is said that more than half of the men in the 97th have seen service. Pioneer-Sergeant James Carson scaled the walls of Peking during the Boxer uprising, and before that was in the battle of San Juan hill. Lieutenant Colonel W. L. Jolly was a major in the



**DRUMS AND BUGLES FOR THE LEGION**

A live-wire band that makes the Canadians take notice. The men have been recruited from all quarters. They put real ginger into their playing.

fair way to get what they enlisted for.

I was interested to find the 97th using the Lewis machine gun. It is the invention of a retired American army officer and was first offered to the United States. The War Department turned down the offer, it is said, because the gun was so efficient as to be considered inhuman. It is theoretically capable of firing from 600 to 1,000 shots a minute. Actually it has fired 73 shots in 10 seconds, including time required to change magazines. Lieutenant Richardson is an expert on machine-gun work

(Continued on page 756)

# THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

## THE PRESIDENT'S PEACE DREAM

THE whole civilized world longs for the end of the war. Nowhere is this feeling more pronounced than in this country where, free from the bitterness of the belligerents, we appreciate the horrors of the war and the effect of its prolongation on future civilization. When President Wilson in his speech before the League to Enforce Peace advocated a league of nations to maintain the freedom of the seas, to protect small states from aggression and to prevent future wars, he was simply following in the footsteps of Col. Roosevelt and Mr. Taft. Unfortunately President Wilson has taken this stand on the eve of a national election, and the comment of the foreign press interprets it in this light. "President Wilson's electioneering speeches," says the *London Times*, "are bringing him on dangerous ground. We should be sorry to emulate the suggestion of the *Frankfurter Zeitung* that President Wilson probably considers his political prospects would be helped by a conclusion of peace, but we think it right to state quite clearly that the Allies are not and will not be disposed to allow American internal politics to be intruded into their personal quarrel." The *Vienna Neue Freie Presse* also takes the view that the President is seizing an idea grown popular in America, to further his candidacy for re-election. It is unfortunate that partisanship runs so strong in this country as to give excuse for this criticism of the British and German press. When President Wilson declared that the "world is even now upon the eve of a great consummation" it is not to be taken, as the *Washington Post* points out, as a hint that peace negotiations are on foot. The "great consummation" refers to the creation among the nations of a common force that shall prevent wars in the future. The President's definite acceptance of the program of the League to Enforce Peace is held by a number of newspapers to be a departure from Washington's advice against entangling foreign alliances. "The American people," says the *New York Sun*, "want no entangling alliances." In reply it may be said that Washington's warning was against alliances with one group of powers against others, whereas the League to Enforce Peace calls for an alliance of all the great civilized powers for a single purpose—the preservation of peace. The participation of the United States in the Hague Court has practically made a precedent for such an international agreement. The *New York Staats-Zeitung* calls the universal union of nations for the prevention of war a "utopian dream," while the *Rome Tribuna* suggests that the idea "resembles extraordinarily the advice given to children to put salt on a bird's tail." The most significant recent move in Germany is the lifting of the censorship which permits the German press free rein to indulge in peace speculation. In this connection Ambassador Gerard is quoted by a Berlin correspondent of a Munich newspaper as saying: "Nothing can shake my confidence that peace is on its way." President Wilson, the Pope and the King of Spain are mentioned in Berlin dispatches as the leading workers for peace. The *Paris Temps*, criticising President Wilson in the rôle of mediator, says, "To have tolerated the violation of the neutrality of Belgium does not create for him the right to participate in the restoration of Belgium." Lord Cromer, former Consul-General in Egypt, while recognizing the President's good intentions and lofty aims, says that "confidence in President Wilson's statesmanship has been rudely shaken," and expresses doubt that Great Britain "under any circumstances would welcome Mr. Wilson in the rôle of mediator." The *London Evening Standard* declares that President Wilson gives no hint of perceiving "that his dream of universal peace lies in the lap, not of the gods, but of the Allies." Representative Gardner of Massachusetts has introduced a joint resolution declaring that the Congress of the United States "would view with apprehension any inconclusive and premature peace."

## QUIT MEXICO OR FIGHT

IN a sharp note, General Carranza has demanded that American troops be withdrawn "immediately" from Mexico, thus ending an "insupportable situation." Señor Eliseo Arredondo, Ambassador-designate of the Carranza Government, in presenting the note to the

State Department, said it was not to be considered an ultimatum, a fact borne out by its extreme length—5,000 words. General Carranza holds, correctly, that he never gave permission for our troops to enter Mexico. After the Columbus raid General Carranza approved the idea of entering into an agreement that in future cases each country might send its troops across the border should bandits enter and commit depredations. This protocol was never completed or signed. Accordingly General Carranza is able to say that our troops are in Mexico without the consent of the Mexican government and in violation of Mexico's sovereignty. "In the face of the

Women used to read the newspapers and the magazines for their fiction. Then came the woman's page, supposedly devoted to women's interests, but principally to recipes or the latest fashion hints. Women today, are interested in everything that is going on in the world, so that it is not to be considered a compliment to have a frivolous woman's page.

## ILLEGAL SEIZURE OF MAILS

THE American protest to Great Britain and France against their interference with first-class mail on the high seas is so perfectly supported by law and precedent that there can be no answer but compliance to its demands. Private mail, inviolable under the Hague Convention of 1907, has been seized, detained, lost and destroyed, and it is this practice against which we vigorously protest. Citing specific cases of injury to American interests as a "lawless practice," which can no longer be tolerated, Secretary Lansing in closing says: "Only a radical change in the present British and French policy, restoring to the United States its full rights as a neutral power, will satisfy this government." The note cites British precedent against present British practice. In the civil war, replying to Great Britain's protest against the seizure of mails on the British ship *Adela*, Secretary Seward announced the principle that "public mails of any friendly or neutral power, duly certified or authenticated as such, shall not be searched or opened, but be put as speedily as may be convenient on the way to their designated destination." This practice was followed by France in the Franco-Prussian war of 1870; by the United States in the Spanish war; by Great Britain in the Boer war; by Japan and Russia in the Russo-Japanese war, and by Germany in the present war. When the German cruiser *Prinz Eitel Friedrich* captured the French steamer *Floride*, the 144 sacks of letter mail were forwarded unopened to their destination as soon as the German cruiser reached a neutral port.

## BOTH SIDES OF THE RAILROAD STRIKE

THE position of the railroads in the threatened strike is succinctly set forth in bulletins on display at all stations of the Long Island railroad. The railroads say the men demand 10 hours' pay for 8 hours or less work in all but passenger service, with time and a half for overtime. This would mean an addition of from \$75,000,000 to \$100,000,000 to the payroll. Only 18 per cent. of railroad employees make this demand and they are already the highest paid men in the service, receiving 28 per cent. of all the wages. Wages average as follows: Engineers \$1,750, conductors \$1,500, firemen, \$1,030, brakemen, \$1,000. Wages have steadily advanced from 1900, when they absorbed 38.8 per cent. of gross earnings, to 45.3 per cent. in 1914. Replying to the contention of the railroads that the present demands are not really for an eight-hour day but solely for increased wages, the four brotherhoods claim they are after shorter hours. The time and a half for overtime is demanded as penalty to prevent overtime work. In all trades where the eight-hour day obtains there is an extra charge for overtime; otherwise there would be no eight-hour day. As to high wages, the trainmen say the railway employee receives a less hourly rate of compensation than almost any other trade. The hod-carrier is cited who receives \$4.50 for eight hours or about 56 cents an hour, while the highest paid train conductors receive 55 cents an hour. Replying to the increase of wages in the last 15 years, railway employees refer to the increased cost of living. With both sides thus before the reader, can anything be more timely than the suggestion of Albert B. Lambert, made recently in *LESLIE'S*. "A strike such as is threatened," said he, "will crumple the railroads, demoralize labor and cripple business. The subject, therefore, should be between business and labor, not between labor and railroads." Accordingly he suggests a national conference of all the commercial and trade organizations of the country to be called to hear the representatives of labor. If the demands of railroad employees are just the business interests of the country can then be trusted to cooperate with labor in securing an adjustment of wages and rates to the best interests of all.



PRETTY HARD TO SWALLOW

unwillingness of the American government to withdraw the above forces," recites the note, "the Mexican government would be left to no other resource than to procure the defence of its territory by means of arms," but the promise is made to use every means under the treaty of 1848 to prevent an armed conflict. Every new turn in the Mexican situation illustrates the failure of the Administration to look the facts squarely in the face, and to have a definite policy based on the facts. Villa and his band are still at large, and no one is on their trail but our punitive expedition. "The anxiety of the de facto Government to take leave of the Americans," says the *New York World*, "is greater than its desire to be rid of brigandage. So long as it remains in this frame of mind, it may have to tolerate both."

## WOMEN SCORE A POINT

THE biggest thing at the biggest convention of women this country has ever known—the thirteenth convention of the General Federation of Women's Clubs in New York City—was the recognition of the Federation by the Federal Government. Other features of the great meeting attended by 20,000 women from all parts of the country may have been more spectacular, but the official recognition of the Federation by the National Government in the creation of a Bureau of Employment for women represents the culmination of years of work by the Civil Service Committee of the Federation, of which Mrs. Frederick H. Cole of Nebraska has been chairman. The plan provides that women desiring employment may file their applications at any post office, while the clubwomen in each locality will act as the supervising force and clearing house for the Government. At the press conference of the Federation, speakers advocated the abolition of the woman's page in the daily papers.



# WATCHING THE NATION'S BUSINESS

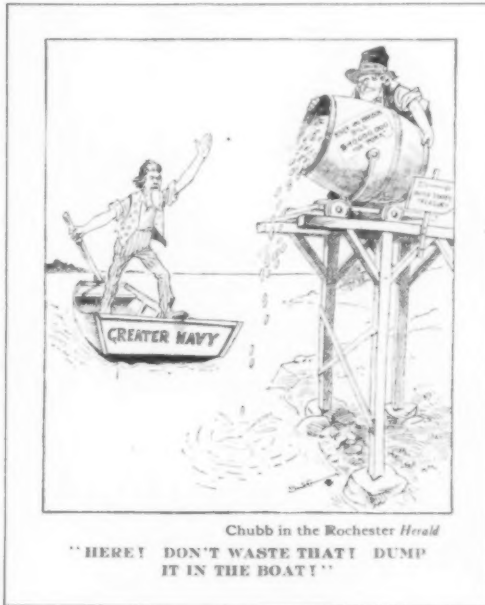
BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

## LET EVERYBODY LOBBY

**A**FTER denouncing manufacturers who appeared in Washington as lobbyists, and making a great stir over the so-called Mulhall exposure, James J. Blakslee, Fourth Assistant Postmaster General, is accused of having conducted a lobby to influence legislation. For years labor leaders have had virtually a monopoly of this sort of thing. Congress is a legislative body and the people have a right to appeal to it either under organized or unorganized influences. It would be better if the people kept more closely in touch with Congress. It is rather unusual, and certainly ill-advised, for an official of the Postoffice Department to wire to hundreds of his subordinates in various parts of the country instructing them to write or wire to the representatives to whom they owed their appointments, asking that railroad mail pay provisions be changed in accordance with the recommendation of Postmaster General Burleson. The bill that the Postmaster General wants makes for mail freight carried on passenger trains a freight rate to the railroads of only one-third to one-half the rate paid for high-grade freight carried on freight trains. Such a rate would be confiscatory. The bill that the Postmaster General wants also would extend the so-called Blue Tag System which at present is operative in only a limited section and applies only to certain publications, so as to apply to all territory and all magazines. The Postoffice Department now has the right to direct that certain monthly magazines be sent by freight, and this generally applies to publications that have no news features. The amendment would give the Postoffice Department complete discretion to say what magazines should go by freight trains and what ones should go by mail trains. Army and navy officers are prohibited from attempting to influence legislation and there should be a similar prohibition against officials of the Postoffice Department.

## ENDING THE HUNT FOR VILLA

**V**IRTUALLY the entire American army was sent into Mexico to capture Francisco Villa, once considered a great patriot by the present Washington Administration, but later characterized as a dangerous bandit. Now it is proposed that the American Government shall admit the failure of the Villa expedition, just as the failure of the Vera Cruz expedition was admitted more than a year ago. The troops are to be withdrawn from Mexico now, just as they were withdrawn from Vera Cruz. Plans interpreted as meaning a gradual withdrawal of the American forces from Mexico and the policing, if not the pacifying, of the country by Carranza forces were allowed to leak out authoritatively at the War Department. In calling attention to this program, Secretary of War Baker, at least by implication, denied the report of Carranza's impending demand for recall, which came with force in the note received on June 1st. The secretary sought to emphasize the "cooperation" which the Administration has established between the First Chief and the armed forces of the United States Government. Viewed in the light of the most recent facts,



the situation becomes clearer than ever that Carranza has been issuing demands for withdrawal, designed for home consumption, while this Government, having secretly agreed with Carranza to withdraw, is bending every effort to pull out with the greatest amount of credit possible. It was admitted that the 13th cavalry, the first to enter Mexico, has been withdrawn and that other detachments are returning to the United States. Doubtless the withdrawal has been retarded by the peremptory tone of the latest Carranza communication, but all signs point to an earnest desire on the part of the administration to get the American troops out of Mexico without further fighting. Such action would probably be followed by the slaughter of Mexicans and foreigners who had cooperated with the troops, even in such a limited way as by selling them food. Such massacres are already reported from the territory already evacuated.

## HOW TO GET AN ARMY

**I**F the War Department, under the recent authorization of Congress to add 23,000 men to the army, can obtain only 7,000 of the necessary force in two months and a half, how long will it take to add 100,000 men to the army? This question has been raised as the very crux of the problem of establishing a more adequate military force in the United States. Many army officers have expressed the opinion that it is a virtual impossibility to obtain the necessary number of recruits without general military service. The army reorganization bill, recently enacted by Congress, more than doubles the authorized size of the army. Including the increase of 23,000 men, there is a jump from the present army of about 76,000 men to an army of 211,000. If great difficulty has been found in keeping the army up to its old authorized strength, how will it be possible to maintain an army of nearly three times the size? Senator Dupont of Delaware, who fought all through the War Between the States, finally becoming a colonel of artillery, suggested and caused to be adopted a remedy for the greatest weakness of the recruiting system. He pointed out that of the 2,500,000 men who were in the War Between the States on the Northern side, more than 1,000,000 were below the age of 21 years. Yet the law regulating recruiting provides that no young man, under the age of 21, shall be accepted unless he has the written consent of his parents or guardian. Thousands of youths without parents, and unable to provide the court fees necessary to obtain a guardian, are prevented from enlisting. Senator Dupont brought about an amendment to the army reorganization bill, lowering the age limit to 18, as in the case of the navy. When it is realized that the total number of enlistments in 1915 was 47,388, while nearly 20,000 were rejected solely because of minority, the importance of this amendment can be appreciated. In fact it is very likely to solve the problem of recruiting.

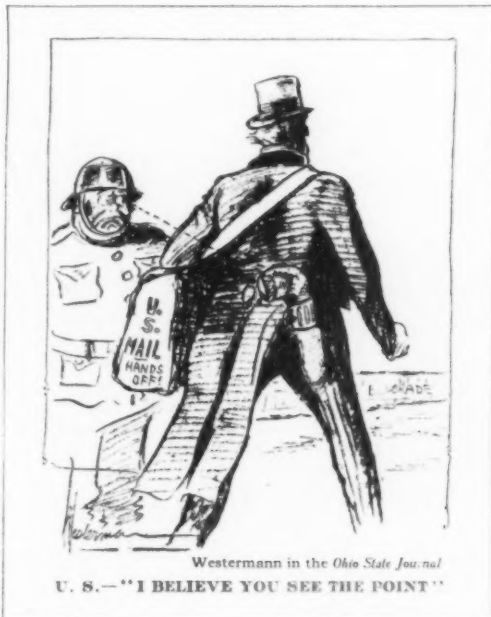
## LIMITING ELECTION EXPENSES

**I**F there is as much money spent in the forthcoming campaign as there has been in previous Presidential years, it will be because the law is being evaded. There is now a Federal law providing a penalty of a fine not exceeding \$1,000

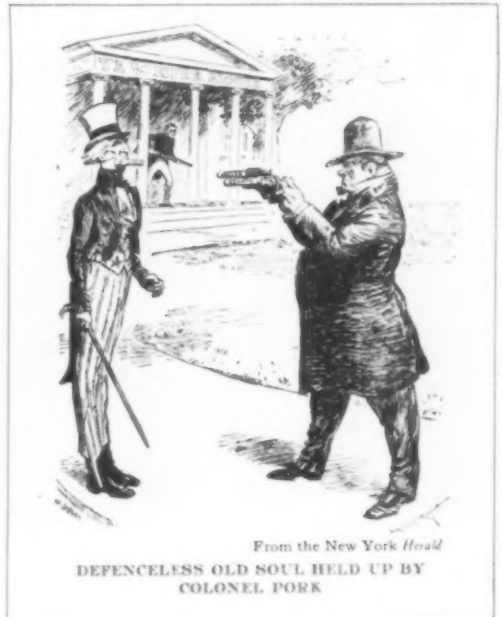
and not less than \$250, or imprisonment for a term of not more than one year, for any corporation which makes a money contribution in connection with any Federal election. There is another Federal law which provides that every payment or disbursement by a political committee must be accompanied by vouchers and receipts, which shall be preserved for 15 months after the election, and that the treasurer of such political committee shall, within 30 days after the election, at which representatives in Congress were chosen, file with the Clerk of the House a sworn detailed statement. There is a prohibition against any candidate for the Senate or House spending more than \$10,000 in any campaign for his nomination and election. He must make a sworn statement that he has complied with the law before he can take his oath of office.

## THE WEAKNESS OF OUR NAVY

**P**RESIDENT WILSON, in one of his Western speeches, stated that the United States navy ranked fourth among the world's navies, instead of second. It is true that the United States navy at the beginning of the war was at least the rival of the second best navy in the world, but since the war began marvelous progress has been made which has left the United States relatively far in the rear. Both Germany and Great Britain have turned out vessels which have speed and armament greatly superior to any vessels in the United States navy. Great Britain is credited with an addition of ten dreadnoughts since August 1, 1914, and Germany is supposed to have completed at least six, besides an unknown but formidable number of cruisers, destroyers and submarines. Speed is a factor of warship construction in which the United States navy makes a sorry showing. The newest battleship, the *Oklahoma*, recently made 22 knots an hour for three hours at her speed trial. This speed is excelled by practically every large vessel in the British and German navies. The German armored cruiser *Blücher* was destroyed on January 24, 1915, because it was unable to escape from the fast British squadron. The other German vessels escaped, thanks to their speed, but the *Blücher*, which had a speed of only 26.5 knots, lagged behind and was destroyed by the battle cruiser *Lion*, leading the British squadron. If the finest vessels in the United States navy should engage in battle with an equal number of British or German dreadnoughts and battle-cruisers, the American fleet would be under a fatal disadvantage. By reason of their speed the foreign vessels could choose their own range and their larger guns could destroy the American vessels without permitting the latter to come close enough to make their guns effective. If the foreign fleet should be outnumbered by the Americans, it could easily show a clean pair of heels, while the Americans could not hope to escape by flight. Big guns and speed have been shown to be the winning factors in all naval contests in the present war. Admiral Craddock's squadron was destroyed off Coronel because the Germans had bigger guns and greater speed. A few weeks later Admiral von Spee's squadron was surprised by a British squadron possessing larger guns and greater speed and annihilated.



Westermann in the Ohio State Journal  
U. S.—"I BELIEVE YOU SEE THE POINT"



From the New York Herald  
DEFENCELESS OLD SOUL HELD UP BY  
COLONEL PORK

# SEEN IN THE WORLD OF SPORT

ED A. GOEWY (THE OLD FAN)

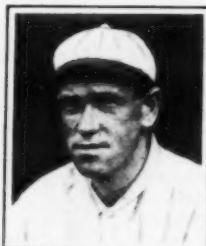


EVEN FATHER TIME CAN'T PACE MEREDITH

To Ted Meredith, the flying son of Penn., went the individual honors at the forty-first annual track and field championships of the Intercollegiate A. A. A., held recently at Cambridge, for capturing the quarter-mile championship in the world's record-smashing time of 47 2-5s. and then, with but a half-hour's rest, winning the four furlongs in 1:53, a performance which shattered the Intercollegiate A. A. A. figures and came within 4-5 seconds of equalling his own recently established half-mile record of 1:52 1-5. The picture shows Meredith winning the 440-yards dash. Cornell won the team laurels with 45 points, Yale was second with 29 and Leland Stanford and California tied with 22 each.



ROBERTSON



CHASE

Here are two stars, Davey Robertson, of the Giants, and Hal Chase, of the Reds, who are more than holding their own in the baseball limelight. Last year Davey finished ninth among the National League batters with an average of .294, but suffered a mishap in the winter which threatened to limit his usefulness, and Manager McGraw announced that he would keep him on the bench for utility work and would give Roush, of the Feds, Robertson's place in the outfield. The latter rebelled at the reflection upon his ability and threatened to leave the game unless sent to a team where he could play daily. Finally the Giant's leader placed him back to the outer pasture, and not only did he assist the New York club in their sensational fight out of the cellar, but for weeks he set the pace for all the batters in the parent organization. Chase, though one of the game's greatest first basemen, acquired a reputation as a club jumper, and there was no wild scamper to sign him when the Feds collapsed. Herzog finally took him, but as Mollwitz was hitting terrifically, his debut as a Red was postponed. One day, when "Molly" was banished by the umpire, Chase took his place at bat, assuming two strikes as a handicap, hit the first ball tossed for a double and stole third and home. Of course he has not been on the bench since.

## JOHN MCGRAW

(EXCUSE US, MR. KIPLING)

There's been nothing quite so queer  
As the Giant's spurt this year,  
Since the good old game of baseball came to cheer us,  
'Tis no wonder John McGraw  
Said, "To us most teams are straw,  
And the men who used to jeer now quake and fear us.  
When we started for the West,  
We were laughed at by the rest,  
For it looked as though we'd anchored in the cellar,  
But we beat those clubs a mile.  
Even Herzog lost his smile—  
Of their pennant hopes we proved the real dispeller."

It was raw, raw, raw,  
The way you thrashed your rivals, John McGraw,  
For in every game you played 'em  
There's no doubt you beat and flayed 'em  
You're a better man than they are, John McGraw.



ONE WOMAN WHO CAN

The old supposition is all wrong. A woman can throw straight and far. If you are a "doubting Thomas" note Miss Gladys Palmer, a third year student at the University of Wisconsin, who recently threw a baseball 217 ft. 3 in., breaking the intercollegiate record of 203 ft., made by a Vassar pupil. Unofficially the Wisconsin Miss threw a National League ball 240 ft., and intends to try to set a new official world's record.



YOUTHFUL SOUTHERN GOLF CHAMPION

Though but eighteen years old, Miss Alexa Sterling, of Atlanta, Ga., recently successfully defended her title as Southern woman golf champion, won in 1915, at the Chattanooga, Tenn., tournament against aggressive competition. Her most dangerous opponent was Mrs. Alston Shoaf, of Savannah, Ga., whom she defeated six up over the 36-hole course. The tournament excited great interest and was well attended.



NEW WORLD'S RECORD

This is Charles Hoyt, the Grinnell College sprinter, who recently obtained a niche in the Hall of Fame when he won the special 200 yds. dash at the Drake Relay Carnival, at Des Moines, in 21 2-5 sec., a new world's record for a curved track. Smith, of Michigan, holder of Eastern intercollegiate record, was second.



ONLY THIRTEEN, BUT PREPARED

Kirk Shearer, youthful son of Raymond E. Shearer, formerly Internal Revenue Collector, at Carlisle, Pa., who has been shooting ever since he was able to hold a gun, is Pennsylvania's boy champion at live or clay pigeon shooting. He has met and defeated many expert field shots old enough to be his daddy.



NEW YORK STAGES SENSATIONAL MARATHON

When Villar Kyrönen, carrying the silks of the Millrose Athletic club, recently won the modified Marathon in New York City from Hannes Kolehmainen, of the Irish-American Athletic club, and victor in the event the two previous years, he completed with honor one of the most remarkable distance races ever seen in America. Kyrönen and Kolehmainen, both Finns, not only led the field of more than 1,300 runners over the entire twelve and three-quarter mile course, but ran almost shoulder-to-shoulder nearly the entire distance. The winner breasted the tape only by inches at the finish by a remarkable burst of speed. His time was 1 hr. 9m. 10s., and his rival was but one-fifth of a second behind him.



# PEOPLE TALKED ABOUT



## FOUGHT MEXICANS FROM AN AUTO

Lieutenant George S. Patton, who led a party of nine men in an automobile raid on a band of Mexican bandits and killed three, including Juio Cardenas, a leading Villa lieutenant. The bandits were rounded up at the San Miguel ranch, 60 miles southeast of the American army headquarters at Namiquipa. The mother, wife and daughter of Cardenas witnessed the fight and saw Cardenas wounded. He signaled that he would surrender, but as the troopers approached him opened fire again and was shot dead. The bodies of the slain bandits were taken away on the hoods of the automobiles to be identified. The killing of Cardenas was second in importance only to the death of Candelario Cervantes, another Villista leader, who was rounded up a few days later.



## A GEORGIA BELLE IN WASHINGTON

Miss Mary Hardwick, daughter of Senator and Mrs. Thomas W. Hardwick, of Georgia, is a great favorite in Washington society. She is one of the most beautiful girls in the Congressional set.



## OFF TO THE WAR AGAIN

James H. Hare, dean of war correspondents and photographers, sailed on the *St. Louis* of the American line on May 27th for England, on his way back to the scene of war. Mr. Hare, after a couple of months of well-earned vacation, has returned to Europe to cover the war for *Lede's*, both as a writer and a photographer. His wonderful pictures naturally bring him into the public mind as a photographer, but readers of *Lede's* have expressed much enthusiasm over his terse, piquant war correspondence. He has covered military matters in England, the fighting in France, Belgium, Serbia, and Greece, and the mobilization and refugee work in Holland. He returns with a roving commission to go wherever he can get the best material.



## THE KAISER IN PARIS

From a photograph of Emperor William made while he was a Prussian prince during a visit to Paris. It is not probable that anyone who was present when this picture was made had any vision of this bright-faced lad becoming one day one of the world's greatest rulers and holding in his hands the destinies of millions outside of his own realm.



## GOES TO FAIR AT AGE OF 100

Mrs. Susan Y. Egan, of San Diego, Calif., celebrated her 100th birthday on May 19th by visiting the Panama California Exposition. She is shown in the photograph seated between her son, W. H. Egan, of Boston, who had journeyed to San Diego to help celebrate the day, and her daughter, Miss Sarah M. Egan.



## STILL ACTIVE THOUGH A CENTENARIAN

Louise Brayton Sawin was the first schoolteacher in Madison, Wis., and she still lives in that city, where she celebrated her 100th birthday on May 23d. On being interviewed she said that she believes "Education is fundamentally necessary before equal suffrage is universal."

# HISTORY-MAKING CONVEN

PHOTOGRAPHED FOR LESLIE'S WEEKLY



## OPENING SESSION OF THE SIXTEENTH REPUBLICAN NATIONAL CONVENTION

The Republican National Convention was called to meet in the Coliseum at Chicago on Wednesday, June 7th, 1916, at 11 o'clock in the morning, for what promised to be one of the most fateful meetings of the party. It was nearly noon before the delegates were seated and business could be taken up. Charles D. Hilles, Chairman of the National Committee, who had charge of the arrangements for the convention, called the audience of

12,600 to order and summoned Senator Warren G. Harding, of Ohio, to become temporary chairman and make the opening address. Senator Harding talked for an hour and 17 minutes. He began with a plea for harmony in the Republican party and urged that the schism of 1912 be forgotten. His references to the need of adequate defense measures were heartily applauded. He advocated a return to a protective tariff and alluded to the

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# VENTION OF REPUBLICANS

FOR LESLIES BY MOFFETT STUDIOS



## REPUBLICAN NATIONAL CONVENTION AT CHICAGO

Mexican situation as humiliating. The address was pronounced a safe, old-time Republican keynote. Everybody, however, was more interested in the question of who was to be nominated than in the keynote. The convention adjourned for the day before 2 p. m. to allow the committees time to prepare their reports. Tickets for the convention were at a premium. Among the delegates was Mrs. Olive C. Cole, of Los Angeles, Cal., who is 82

years old. The other women delegates were Mrs. Abbie E. Krebs, of San Francisco, and Mrs. Louise F. Lusk, of Missoula, Mont. In the photograph of the opening session the speaker's platform is shown under the large, white, curved sounding board suspended from the ceiling. The hall was splendidly decorated. The portrait in the insert to the left is of Chairman C. D. Hilles and to the right of Senator Harding.



We asked the artist what he considered the chief charm of beautiful hair and he said, "I look for three things: even color, brilliance and a fluffiness that eliminates any hard, straight, definite lines." The easy attainment of just such hair results from proper care and choice of the right shampoo.

## CANTHROX SHAMPOO

Is the daintily perfumed scalp stimulating hair cleanser which has been the favorite for years because it is made for hair washing only, and in addition to its cleansing properties is known to have a beneficial effect upon both hair and scalp. If troubled with dandruff, you will notice the first shampoo removes most of it, and after each succeeding shampoo you find the flakes smaller and fewer until they disappear.

### 15 Exhilarating Shampoos for 50c at Your Druggist's

This is about three cents a shampoo. No good hair wash costs less; none is more easily used. Just dissolve a teaspoonful of Canthrox in a cup of hot water and your shampoo is ready.

**Free Trial Offer** To prove that Canthrox is the most pleasant, the most simple, in all ways the most effective hair wash, we will gladly send one perfect shampoo free to any address.

H.S. PETERSON & CO., 212 W. Kinzie Street, Dept. 56, CHICAGO, ILLINOIS



## Selling-Brains Worth Millions

HERE are pictured eight of the world's master salesmen. They annually sell goods worth hundreds of millions.

They are keenly alive to every movement that works for better business through better salesmanship.

That is why they—and scores of other world cap-

tains of selling and merchandising—enthusiastically endorse the first World's Salesmanship Congress at Detroit, July 9-13.

Here they will take active and leading parts in the Congress. No other business gathering has ever enjoyed such support and co-operation.

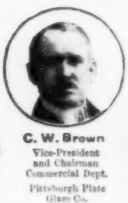
There will be departmental discussion and instruction by experienced authorities on every phase of selling effort and activity.

Every salesman—every sales manager—every sales executive—can profitably attend.

**WORLD'S SALESMANSHIP CONGRESS**  
Detroit, July 9-13



Sir Thomas Lipton  
who sells tea all the world



C. W. Brown  
Vice-President  
and Chairman  
Commercial Dept.  
Pittsburgh Plate  
Glass Co.



Gordon Selfridge  
Selfridge Stores  
of London



Norval A. Hawkins  
Gen. Sales  
Manager  
Ford Motor  
Company



H. L. Simpson  
General Sales  
Manager  
United Drug  
Company



H. W. Ford  
President  
Ford Motor  
Company



Adrian D. Joyce  
General Sales  
Manager  
Shaw-Walker  
Company



Hugh Chalmers  
President  
Chalmers Motor Company

### Say You Will Come, Now

D. M. Barrett,  
Chairman Executive Committee,  
World's Salesmanship Congress,  
Detroit, Mich.

I will attend the Congress. Please send me the program.

Name \_\_\_\_\_

Address \_\_\_\_\_

## THE LIFE OF A SOLDIER

PHOTOGRAPHS BY F. W. ZINN

EDITOR'S NOTE:—Mr. Zinn, an American student in Paris when the war began, served in the French Foreign Legion for 20 months and has been promoted and transferred to the aviation service. These pictures, picked up by him during his service, give a vivid idea of soldier life.



### MAKING RINGS FOR SOUVENIRS

All the French soldiers are doing it. They use aluminum from the time fuses of exploded German shells and the rings are in great demand.



### DIGGING JUST FOR PRACTICE

Trench digging in a convalescent camp. These men have recovered from wounds and are being hardened up preparatory to rejoining their regiments. They are not allowed to forget any of the things learned in camp and field, and trench digging is one of the most important. When wholly fit the convalescents return to their commands.



### ENTERTAINING THE SOLDIERS

The French Y. M. C. A. has organized and maintains amusement headquarters for the soldiers wherever there are military camps. Concerts and cinema shows are given in the evening. The picture shows the foyer at La Valbonne, which was always crowded at every performance. American comedy films were especially popular. When entertainments are not on, the men read and write in these buildings. Coffee and other refreshments are sold at small prices.



### PACKING THE "SACK"

A sergeant of the Foreign Legion with his pack ready for the march. The trick is to get the weight high and the material close to the body.



### RESPONDING TO THE DRILL SERGEANT'S CALL

French recruits hurrying from a refreshment cart to resume drill. The cart sells light refreshments such as chocolate, bread and wine, and is well patronized during intermissions in drill.

In answering advertisements please mention "Leslie's Weekly"





# Ah—it's BUTTER-KIST You Can Tell This Pop Corn by its Toasty Flavor!

**N**O other method on earth makes pop corn like the automatic Butter-Kist Machine, now a regular feature of stores, theatres, etc., all over America.

It pops, removes the unpopped grains, and butters evenly—with *pure creamery butter*. Then super-

heats each fluffy white morsel to an *appetizing crisp*.

This process gives crackling Butter-Kist its tempting *toasty flavor*! Folks can tell it blindfolded.

Try a 5c bag or a 10c carton. But make sure they bear the Butter-Kist trade-mark. This distinguishes the genuine.

## \$600 to \$3000 Extra Net Profits Yearly For—

**Drug Stores—Confectioneries—Cigar, Department, 5-and-10-Cent Stores  
Theatres—News Stands—Billiard Parlors—Hotels—Resorts, Etc.**

You men engaged in these or similar pursuits are losing \$2 to \$10 cold cash profits every day you do business without this Butter-Kist Pop Corn Machine. Requires no extra help or heavy stock investments.

We'll send you scores of records from men in your own line to prove it.

Earns *five times as much profit* per square foot as anything else known to trade. *Motion* makes people stop and look—*coaxing fragrance* makes them buy—*exclusive toasty flavor* brings them back for more.

Increases entire volume of your business—whether in large or small town.

"Average net profits \$59.90 per month," writes Mr. John Rice, Barre, Mass., population 600.

Department Store, Philadelphia: "Butter-Kist sales \$1085 the first month." No store or theatre complete without Butter-Kist Machine. Occupies only 26x32 inches of floor space.

### Pay From Your Profits

A small payment brings the machine. One hour after arrival you can start it paying off the balance. Minimum capacity 70c, maximum \$4 per hour.

### Get "Little Gold Mine" Book Free!

See this famous money-making book that gives full details, *proof of profits*, and actual photographs of stores, theatres, etc., where Butter-Kist is winning big sales.

It's free to any business man. Send the coupon *now*—don't wait.

**HOLCOMB & HOKE MFG. CO., 553 Van Buren Street, Indianapolis, Ind.**  
Largest Manufacturers of Pop Corn Machines in the World (159)

Every time you pop the raw corn in this glass case you make a **NET profit of \$2.80**

Every time this hot plate revolves it pops four 5c bags of Butter-Kist making you a **NET profit of 14c in 3 minutes.**

This automatically butters each popped kernel. Every time it uses a pound of creamery butter you make a **NET profit of \$1.40**



**HOLCOMB & HOKE MFG. CO.**  
553 Van Buren St., Indianapolis, Ind.

Send free, postpaid, your photo-book

**"The Little Gold Mine"**

that tells all about the Butter-Kist Pop Corn Machines, gives actual records of sales and profits.

Name .....

Business .....

Address .....

## ONCE IN EVERY MAN'S LIFE



### The Policeman's Story

Then the other fell, hauled at me with a black jack, but when he saw my Colt he dropped his 'sleep producer', threw up his hands, and begged me not to shoot. Then Jim the roundsman came on the run. Why shouldn't I think a lot of this Colt? It saved my life and helped to break up the worst gang that ever bothered the Department.

Write for free booklet, "How to Shoot," and Catalog No. 17

"You can't forget to make a Colt safe"  
COLT'S PATENT FIRE ARMS MFG CO. HARTFORD, CONN.



(Peculiar result of a collision between a freight car and an automobile—one of the no live news pictures in a recent issue of Leslie's)

### Have You a Photograph Worth \$25.00?

For the best photograph appearing on its pages each month, beginning with July, Leslie's will offer a prize of \$25.00; for the second best, \$15; and for the third, \$10.00. The prize pictures and all others accepted by the editors will be paid for at the regular rates. Photographs will be judged by Leslie's editors on

**News Interest, Reproduction Qualities, Promptness in Sending, Size of Print.** Anyone may send pictures and there are no conditions except that the print must not be submitted elsewhere at the same time. Remember, if the picture is accepted, whether it wins a prize or not, it will be used and paid for at the usual rates.

If copyrighted, written copyright release must accompany photo.

Leslie's wants news pictures and wants them quickly.

Address, Editor Leslie's, 225 Fifth Avenue, New York City

## EXPORT PROMOTION BUREAU

EDITED BY W. E. AUGHINBAUGH



BEAUTIFUL BUENOS AIRES

A view of Avenida de Mayo, the principal thoroughfare. This and other South American cities have splendid moving picture theatres.

THE cinematograph is to be found all over the world. It has penetrated the remote frontier towns in China, India, Burma, Siam, the Straits Settlements, Egypt and the Philippines. I have attended moving picture shows in Damascus and in Jaffa, in Morocco and in Persia.

Prior to the war English, German, Italian, Swiss, Spanish, Japanese, French and American companies were doing business everywhere. All of the large centers had international film exchanges catering to the trade. The films produced by American and French companies were most in favor due to perfection in detail and originality of subjects. To-day, however, the war has suspended the operations of the European and Japanese concerns and the moving picture exhibitor is forced to look principally to the United States for his films. The lack of photographic chemicals and the absence of the other indispensable necessities for this art also has had much to do with the present great scarcity of films. As a consequence reels made at the beginning of this industry and which were shown in the early days from the metropolitan cities to the backwoods towns of this country, are now in active service in various parts of the world.

### PICTURES IN DEMAND

Due to the troubled condition of all of Europe the various theatrical, opera and circus companies that toured the world are no longer to be met with, so that the moving picture theaters have taken their places and constitute the principal form of amusement for the population of the cities of Latin-America and the Orient.

In China the motion picture shows at Hanin, Haifag, Tinkin, Hue, Annam, Pekin, Canton, Shanghai and Hong Kong are packed at every performance. In Calcutta, Madras, Hyderabad, Bombay, Ajmeer, and Karrachi the loyalty of the native of India to the British Government has been materially stimulated by exhibiting on the screen in open air parks the Indian troops in bivouac and in action in Europe. Latin-America has always been a good field for the cinematograph. In the larger capitals like Rio de Janeiro, Montevideo, Buenos Aires, Santiago, Lima and Havana the buildings in which exhibitions are given are the equal of any in this country.

### A SET PROGRAM

The typical Latin-American moving picture program will always contain a funny skit, a scientific film showing, for instance, the development of insect or plant life, a French tragedy, a Wild West scene, invariably concluding with the usual reel showing current events in Europe and the United States. Of course such war films as can be secured are thrown on the screen, and the

excitement which is developed has often resulted in riots, for all of Latin-America is filled with French, English and Germans who are intensely patriotic.

In Buenos Aires the moving picture industry is under control of a trust, which practically prohibits others from entering the territory. The minute a suitable building is vacated the combination gets a lease on it, so that if one arrived with films and the necessary machinery there would be no location in which to display them. This is not true of the other larger cities of Latin-America. It would pay to take to all the larger town of those countries appropriate reels and lease them to moving picture theater proprietors. Films that the censor would not pass in this country, or that could not be shown on account of age, would be well received in the republics to the south of us. Captions and descriptive sentences should be in Spanish for all these nations, excepting Brazil, where Portuguese is spoken and the translation and printing should be completed here as nowhere in Latin-America could such work be properly done.

### AS AN ADVERTISEMENT

The moving picture speaks all languages. It reaches the illiterate and the intelligent. It seems to me it could be advantageously used for advertising purposes. I doubt if my readers who have never lived in the out-of-the-way spots of the earth can appreciate the full value of this suggestion. For instance the women of Latin-America are behind the world in matters of modern, simple dressing. They have been wearing for centuries underclothes consisting of several cumbersome pieces tied, pinned and buttoned in place. They have no idea of the convenience or the comfort that comes from wearing a union suit. A film showing the cotton growing in the field, a cotton picking scene, the cotton being ginned and baled, then shipped to the mills, followed by pictures showing every detail in manufacturing the suit, and finally how it is laundered, would hold the attention of every one. The completed suit might be shown on a model. Throughout the run of such a film the trade-mark should be repeatedly displayed. Picture theaters would pay for the use of such films.

One of the leading New York hotels, desirous of catering to the Latin-American tourist has sent two representatives on a tour through the various countries to the south with film pictures showing views of the hotel as well as others in the city of New York and nearby places calculated to arouse the wanderlust in the minds of the audience. In addition to being very popular wherever it has been shown, it has netted a good profit to the owners of the film and the hotel as well.

In answering advertisements please mention "Leslie's Weekly"



To clean or fill,  
just press the nob  
The Funny Man  
will do the job.



Nine out of every ten Parker Pen  
buyers now specify this Pen—  
Because—

It's a Safety and Self-filling pen combined.  
It can be carried in any position.  
There are no slits, slots or holes in the  
wall of the barrel, thus preventing the  
accidental escape of ink.  
The pen point is always moist and  
ready.  
The pen for the business man, soldier,  
sailor, student.  
The vacation pen.  
The useful accessory for Milady's  
dainty purse.

All sizes—\$2.50, \$3, \$4 and \$5. Parker  
Pen dealers everywhere. Catalog free.

**PARKER PEN CO.**  
180 Mill St. Janesville, Wis.  
New York retail service store, Woolworth Bldg.,  
New York, where you are cordially invited to call

## A BANKER'S GLIMPSE OF ALASKA

(Continued from page 742)

terminating at Prince Rupert, near the Alaskan border, were each knighted by the King of England for their service to the public. Canada knights railway builders. Our country indicts them.

I quote from Pat O'Cotter, who has summed up matters in rhyme.

When all Europe is a shamble  
And the whole world is at war,  
And half the land the sun shines on  
Is drenched in human gore:  
When every nation counts the men  
It knows are tried and true,  
We send this message to you, Sam  
Alaska stands with you, Sam  
You never treated us quite right,  
You grabbed away our coal,  
And "reserved" all our firewood  
And what we used we stole.  
You swaked us on our cable tolls  
But we don't give a d—  
Even at 28 cents per word  
We are with you, Uncle Sam.

We are used to meeting troubles  
And if you put us to the test,  
You'll find Alaska loves you, Sam  
Far better than the rest.  
But, Sam, when this is over,  
As morning follows night,  
Pray give us your attention  
And set some matters right.  
We need some decent cable rates,  
We need some decent mails,  
We need some decent coast lights  
And we need some decent trails.  
You've given these to all the rest  
But we don't care a d—  
If it's full grown men you're needin'  
We are with you, Uncle Sam.

The Government owns the cable and telegraph lines in Alaska and is building a railroad from Seward and Anchorage to the coal fields of Matanuska and perhaps on to Fairbanks. The enthusiasm over government ownership of public utilities is not very great in Alaska. Our commerce with Alaska amounts to nearly \$60,000,000 annually and is rapidly increasing. The fish pack is \$16,000,000 yearly. More than \$225,000,000 in gold has been taken from Alaska. The Gastineau mine is expected presently to add materially to the annual output. The copper mines now coming into full development will add millions to Alaska's credit.

The timber supply of Alaska is limitless. The raising of fur animals as an industry is making rapid strides. Fox farms, where the red, the blue, the cross and the silver gray foxes are bred are quite numerous and a demonstrated success. Marten farms also exist. When the American people can be made to realize the wealth and commercial possibilities of Alaska, proper legislation and proper attention will soon follow. If they could be made faintly to realize the scenic beauty and grandeur that awaits the visitor, Alaska would be flooded in season. The people who mortgaged their homes to buy automobiles, would sell their autos in order to visit Alaska.

### WILFUL WASTE

THE working classes in England are receiving wages never dreamed of before, but are spending the extra money as fast as they receive it. Boys, who once were glad to get \$1.25 a week, now receive \$5. Skilled furnace men get \$50 to \$60 a week, and steel smelters as much as \$75. Women, whose husbands have gone to war, in many instances get a separation allowance greater than the husband's wages had been. Or if a son is at the front, the separation allowance to the mother, added to the big wages paid the husband at home, puts the family in the moneyed class. Edith Sellers, writing in *The Nineteenth Century*, deplors the fact that war wages have led the people into wildest extravagance. Charlotte Barrington, writing in *The Nineteenth Century*, tells of one factory where \$150,000 was distributed as a bonus among the men. "When offered by the employers cash down or an investment made for them in war loans and all trouble saved them, but £200 out of the £30,000 was eventually subscribed." The big wages are going into gramophones, furniture of a showy kind, jewelry, cinemas, music halls and theaters, drink, tobacco, sweets, toys. Much money goes into entertaining.



## Which is Better for the Boy Forced Exercise or Fun?

Apply your answer to oat food.

Oat food is also important. It is food for growth. It is rich in brain and nerve needs. It has for ages been the marvel vim-food.

In some homes it is forced. It is made a duty but not a luxury. Yet Nature lavishes on oats her rarest charm and flavor.

In some homes the oat dish is a dainty. Its flakes are made of big, rich grains, unmixed with puny, starved oats.

Those housewives have discovered Quaker Oats.

Men and women, boys and girls, revel in this oat dish. The food they need is the food they want. And they eat it in abundance, as they should.

## Quaker Oats

Energy Food Made Delightful

Quaker Oats is not a "doctored" oat food. No flavor is added, nor is Nature's flavor altered. Man can't improve on that.

We simply pick out the plump grains, the full-grown, luscious oats. Two-thirds of the oats are rejected as not good enough for Quaker.

Find out the result—it will pay you. Look into the package—see the big, white flakes. Cook them and note the aroma. Taste them and note the superlative flavor.

There are few food problems more important than getting delightful oat food. And it costs you no extra price.

10c and 25c per package  
Except in Far West and South

## A \$2.50 Aluminum Cooker

Made to our order, extra large and heavy, to cook Quaker Oats in the ideal way. Send us five trademarks—the picture of the Quaker—cut from the fronts of five Quaker Oats packages. Send \$1 with them, and this double cooker will be sent by parcel post.

Address The Quaker Oats Company, 1708 Railway Exchange, Chicago

(1337)

# New England

## The VACATION LAND

### Mount Desert

on the Maine Coast

An island of mountains, cliffs, lakes, woodlands, gardens, drives and paths. Famous for its natural beauty, perfect situation and ideal social atmosphere. Seal Harbor, Northeast, Southwest, Seal Harbor, whose combination of mountains and sea give each its greatest charm. Attractive hotels and cottages furnish the material comforts and luxuries necessary to the enjoyment of a vacation. Through express train service daily from and to New York and Boston.

Send for booklet G

### Maine Woods

A whole world of unusual, healthful, never-to-be-forgotten summer pleasures. The best vacation for building up tired bodies and nerves. Explore wild lakes. Camp in the open, take wonderful canoe trips, try game-fishing. Or live at one of the permanent camps or summer hotels among the lakes and woods, with their vigorous outdoor life, summer sports and jolly social life. Expenses most moderate. Only 12 hours from New York.

Send for booklet A

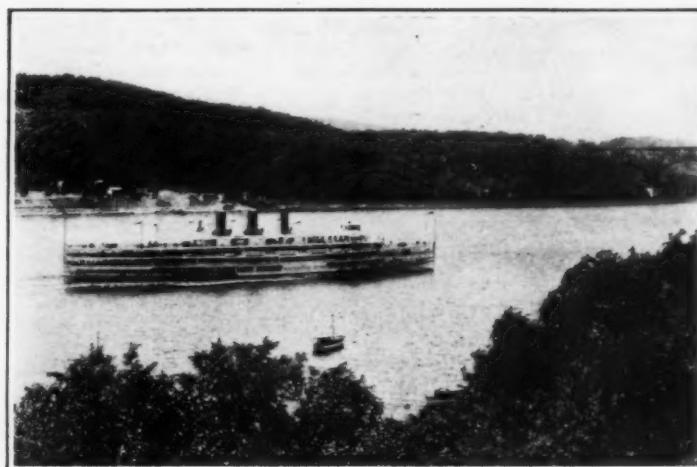
### The White Mountains

of New Hampshire

The secret of White Mountain air is high altitude and the balm of spruce and pine. It restores tired nerves, gives you a new appetite, makes you over. Thrilling mountain scenery, mile-high peaks, 100-mile views. Days of health and gladness, nights of wonderful sleep. Brilliant social life. Unsurpassed hotels, best of boarding houses at moderate rates. 10 hours from New York. Summer train schedule in effect June 30.

Send for booklet C

For booklets and information address  
**VACATION BUREAU**  
 171 Broadway, Room 116  
 New York City



ON THE RHINE OF AMERICA

Steamer *Washington Irving* of the Hudson River Day Line, the largest river passenger-carrying steamer in the world, on the picturesque trip up the Hudson. Visitors to New York from distant points will enjoy the trip between Albany and New York by this historic waterway, either en route or as a side-trip from the Metropolis.

## LESLIE'S TRAVEL BUREAU

**EDITOR'S NOTE**—This department will give specific information to LESLIE's readers who are planning to travel at home or abroad. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

### THE WEST REPAYS THE EAST

"WESTWARD HO" was the trend of the "See America" campaign last year. This season the direction of summer travel is reversed. Westerners are coming east. Judging from inquiries made of this department, New York, Philadelphia, Boston, Washington, Montreal, Quebec, Niagara, the Evangeline Country and the Thousand Islands are the points of principal interest to this season's prospective travelers. The section covered by the scope of the inquiries embraces a territory rich in historical lore and scenic beauty, and it would seem that the desires of the most exacting traveler would find satisfaction in almost any portion of the great Atlantic seaboard.

While the West may boast of scenic grandeur second to no other region, still there are other places that satisfy the great body of travelers in America. True, in the East, there are no marvelous canyons, wonderful geological attractions and glaciers, but there are rivers and lakes in which abound as gamy members of the finny tribe as ever will be found in the West; it has mountains as rugged as most people would care to climb on a summer outing, and views from their peaks unsurpassed in the West, albeit the beauty is of another quality; shore lines that are the envy of the artist, ranging from the weird, ever-changing sand dunes of Virginia to the pine-clad, rock-bound coast of Maine, with waters dotted with hundreds of beautiful islands, the rendezvous of regular summer colonies. This is the very heart of America. It first pulsed with the throbs of the Colonial settlement and the Revolutionary War that sent the blood of life, growth and development into the remoter regions of the country. Well do we owe it allegiance. It should always be a source of pride to an American that he knows the East as well as the West, the South as well as the North, for without seeing all sections of the country he cannot loyally say that he has "Seen America First."

The railroad and steamship lines, with their usual foresight, have planned to meet the demands of the Westerners with many attractive trips to the East. The old dread of mal-de-mere is a thing of the past and each year a greater number of tourists seek information regarding rail-water tours. From the West one can journey to Chicago, Duluth, Port William, Detroit and Cleveland and thence, on the palatial steamers of

the Great Lakes, enjoy from one to four days of luxury in cool waters. This trip affords views not to be found in other parts of the country. Thriving cities mark the shore lines, and at these one may stop and learn of the history and marvelous growth of the East. From Buffalo one naturally goes to Niagara to see the world's greatest waterfall, or crosses into Canada. From Georgian Bay east to Newfoundland, Canada abounds in playgrounds for the summer vacationist. Though the war has made it necessary for tourists to foreign countries to safeguard themselves with passports, this is not necessary now in Canada. Anyone with legitimate business purposes or seeking the enjoyment of travel can enter or leave Canada without passports, provided he is neither a citizen by birth or naturalization of Austria-Hungary, Bulgaria, Turkey or Germany. Persons born in these countries, but who have been naturalized by the United States, may enter Canada if they so desire, but they should carry their United States naturalization papers as a means of identification.

Across the lake from Niagara is Toronto, and from there one can take the beautiful trip down the far-famed St. Lawrence and up the Saguenay, a tour not surpassed for beauty even in Norway. Or, if one does not wish to journey farther eastward along the St. Lawrence than Montreal, he can trace his course through Lake Champlain and Lake George to Lake George Landing, thence by rail to Albany, and begin there the trip down the Hudson, the Rhine of America, to New York, whence there are numerous routes to return to the West with scenic attractiveness that will gratify even the jaded globe-trotter.

Others coming east, prefer to travel via New Orleans, thence by the long sea route to New York; or find the trip to St. Louis and thence by boat up the Mississippi and east by rail, attractive. Numerous other ways of making the journey by rail and water are afforded the Eastern tourist—from Savannah via Savannah Line to New York, or Merchants & Miners Line to Philadelphia and Baltimore; from Charleston to New York, Richmond and Norfolk; from Norfolk to New York via Old Dominion Line; and from Baltimore to Boston via Merchants & Miners Line. From New York and Boston numerous lines ply the Atlantic

(Continued on page 755)

## START YOUR BOY RIGHT

Does your boy read manly books?

There is one set of books which ought to be on the library table of every home where a bright, manly boy is growing up—SEA FIGHTERS AND BUCCANEERS.

Every healthy minded boy loves adventure stories, and these are true stories of dauntless bravery, fierce fighting and hair-breadth escapes told about the great naval heroes and adventurers who forever established Anglo-Saxon supremacy on the seas.

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measure with this set of books. He will read them and re-read them, and as he lives over again the exploits of the strong men who made the naval history of the years gone by, he will be stirred to emulate them in the qualities which they displayed and that always win out in the battle of life—courage, perseverance and fortitude.

Readers of LESLIE's have right now the opportunity of securing this set at a special bargain, from the Brunswick Subscription Company, 418 Brunswick Building, New York. This company is selling out its Elizabethan edition—four volumes, totaling 1,600 pages, bound in rich, green, silk-ribbed cloth, size 7½ x 5 inches—at a special price of \$4.00 for the entire set, delivery charges prepaid. If more convenient send \$1.00 with order, and \$1.00 a month for three months. The company guarantees to refund money if not perfectly satisfied. (Advertisement.)



## TRAVEL BUREAU

(Continued from page 754)

to New England, the Maritime Provinces and the Evangeline Country.

An Eastern tour can be as long and as varied in interest as one may wish. The railroads and steamship lines are prepared to plan these tours and the principal tourist agencies are operating "conducted" and "independent" tours to all points of interest east of the Mississippi. In the East, welcome and hospitality await the Westerner and he may count on returning home as well satisfied as Easterners were last year with the rich rewards of their journey to the Golden Gate.

F. S., San Diego, Cal.: Write the Vancouver Board of Trade for information as to automobile routes between Vancouver and Grand Forks. The road from Portland to the Dalles, Oregon, is known as the Columbia River Highway and is one of the most beautiful drives in the country.

B. K., New York: The baths and waters of French Lick Springs are recommended for the treatment of some skin affections, but before taking the cure at any health resort consult your physician. An mailing booklet on French Lick in which you will find all the information you seek.

E. G. S., Waynesboro, Pa.: The Red Cross Line has for several years run delightful cruises from New York to Nova Scotia, including all expenses and excellent accommodations on steamers, for \$60 and upward. To visit Boston, Portland and Eastport you would have to make the tour all rail one way, which would increase the cost of the trip.

A. L., New York: The hot springs in North Carolina in which you refer undoubtedly are those located at the place called Hot Springs, a short distance from Asheville and one day from New York. The rates at Mountain Park Hotel are \$3 a day and upward. These thermal springs have for many years enjoyed an excellent reputation and the waters are undoubtedly efficacious for rheumatic affections.

J. L. B., Jackson, Miss.: Both the Southern Pacific and the United Fruit Company operate steamers between New Orleans and Havana. Fare \$25 one way, \$45 for the round trip, meals and berth included. The Peninsular & Occidental Steamship Company operates between Havana and Key West, daily, except Sunday and Wednesday, from Key West and, except Sunday and Thursday, from Havana.

P. S., New Orleans, La.: Thirty days would be ample in which to make a journey to the coast via Denver and Salt Lake, visiting San Francisco, Yosemite Park, Los Angeles and Grand Canyon. Rate \$70, Pullman about \$11.50 additional each way. Side trip to Yosemite from Merced, \$18.50; stage drive through the park, \$15; hotel accommodations in the Park, \$4 per day up to camp \$3 a day. Side trip to Grand Canyon from Williams \$7.50.

M. A. B., Quincy, Mass.: The summer range of temperature at Bermuda is from 72 to 82 degrees and the nights are cool and comfortable, making Bermuda a summer as well as a winter resort. Traveling independently the rates from New York are from \$25 up for the round trip to Bermuda. There are but few staterooms at this price, therefore it is necessary to make reservations early. Round trip from New York to Boston is less than \$10. Booklets mailed.

T. C. S., Longview, Texas: 1. Write the Alaska Bureau of the Seattle Chamber of Commerce for information as to business opportunities in Alaska. 2. There are numerous tours to the coast cities of Alaska from Seattle and Puget Sound ports including those of the Canadian Pacific Railway, Pacific Alaska Navigation Company, Pacific Coast Company, the Grand Trunk Railway and the Border Line Transportation Co., ranging from \$32.50 to \$110.

B. J., St. Louis, Mo.: Write the Automobile Association of America, Riggs Building, Washington, D. C., for maps and information regarding automobile routes in Maine and Minnesota. Throughout the State of Maine there are lakes and rivers with splendid fishing and good hotels, boarding houses and camps from \$7 a week up to \$18 and \$20. A very complete fisherman's and hunter's guide is issued by the Bangor & Aroostook Railroad, copy of which I am mailing with pamphlets issued by the Maine Central Railroad descriptive of Maine attractions.

M. M. H., Atlanta, Ill.: There is no more healthful mountain climate in the country than that of Colorado if you seek travel in the West for your health. The scenery is world-renowned and opportunities for recreation and educational travel are numerous. Denver, Colorado Springs and Manitou are recommended by many physicians, but before visiting any of these places it would be well to consult your doctor, as the high altitude does not agree with all constitutions. Sending booklets of Colorado, its hotels and resorts as well as one on the side trips from the cities mentioned.

L. B., South Amboy, N. J.: Numerous excursions from New York to Niagara Falls, Buffalo and Thousand Islands are available to tourists at special summer rates. One of the best is a seven days' trip including the points mentioned and also Montreal and Saratoga Springs, returning via Lakes Champlain and George and Hudson River steamer. There are also nine-day trips including side trips to Toronto and Quebec and fifteen-day trips, allowing two days at each point except Toronto and Quebec, where but one day is allowed. Fare \$31.68, tickets for sale from June 3 to September 16, good returning until October 31.

D. W. M., Arcadi, Fla.: To make the trip to New York and Chicago mostly by water a good route to follow would be: Clyde Line from Jacksonville to New York, Hudson River Day Line to Albany, rail to Buffalo, Northern Steamship or Chicago, Duluth and Georgian Bay Line to Chicago. Return via all rail direct or over the outgoing route. There is no summer rate covering such a trip, but there is a rate of \$52.90 from Jacksonville to Niagara Falls and return or \$51 via the differential roads out of New York. Rate Buffalo to New York via the Northern Steamship Co., round trip \$22, meals and berth extra; via Chicago, Duluth and Georgian Bay Line, \$40, meals and berth included.

J. E. H., Delta, Colo.: The Maine Coast abounds in summer vacation spots that have a distinctive charm for one who has lived in the interior. Among the islands of Casco Bay, from Portland Head to Harpswell Neck, some three hundred in number, there are many summer colonies; from Kennebunk to Penobscot and at Mt. Desert Island one will find accommodations that suit every taste and pocket-book. Sending you booklets and list of hotels and boarding places. A good way to make the trip to Maine from Chicago is via steamer to Buffalo, thence a steamer down the Lawrence to Montreal and Quebec, thence rail to Maine. You can visit Boston, New York and Washington when returning to Colorado.

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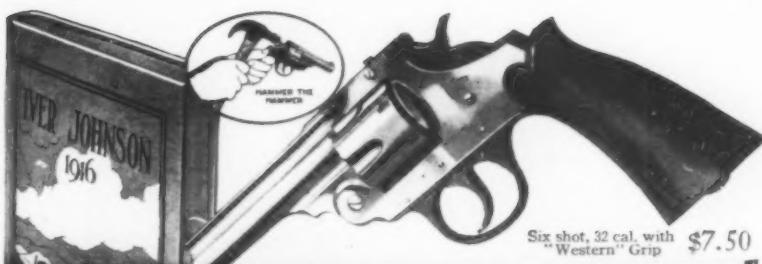
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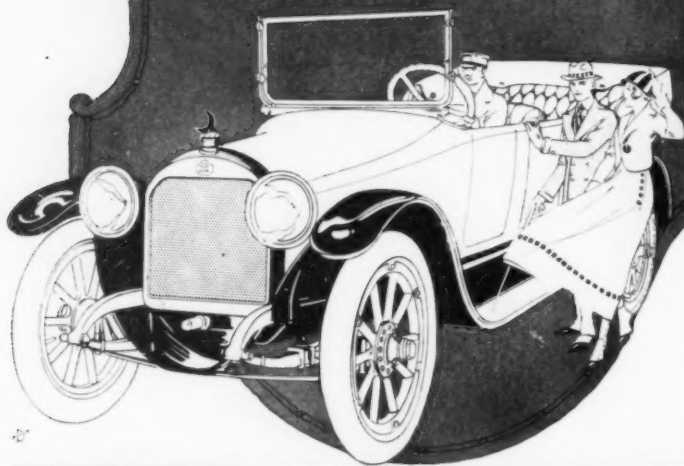
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## A YANKEE BATTALION

(Continued from page 747)

and has charge of 36 men. It is reported that our own war department is reconsidering the Lewis gun and may adopt it for the United States army.

I was surprised to find so few evidences of war in Canada. Beyond the large number of men in uniform and the almost constant sight of troops, there is little to indicate that Canada is involved in war. The shops are crowded, the purchasers seem to have plenty of money and life goes on much as it used to. Even passports are not necessary for Americans entering Canada, and nothing is done to discourage legitimate travel across the border.

Superintendent of the Interior W. D. Scott, at Ottawa, assured me that conscription is not considered as a possibility and that no one wishing to visit Canada need stay away through fear of being forced to enlist. All the Canadian soldiers are volunteers, and it is thought that Canada can raise 500,000 men without resorting to compulsion. The men of the 97th think that many thousands would volunteer from the States if it were possible to advertise the Legion and its purpose there. This however, cannot be done without violating the neutrality laws of the United States.

Men of various ages are found in the Legion, some of them being gray-haired, but all their hearts are young and to a man they are eager to get over to France and see some "real fighting," as the veterans of the Philippine, Mexican and Central American campaigns express it.

The Americans have a bugle and drum corps of which they are proud, and with justice. It is a snappy organization and sets the Canadians gasping when it goes into action. Like all the men of the Battalion, the musicians have been given a stiff training. In fact some say that the Legion has been trained too much. The men enlisted to fight, not to drill for years, and they want to be off for the front. They are a fine lot of boys, and can be depended upon to give a good account of themselves.

## INCONGRUOUS

*Stage manager*—My dear, I wish you would wear a different gown in the second act.

*Rita Ravenyelp*—But that is the latest style full dress and I paid two hundred dollars for it.

*Stage manager*—That may be true, but when your husband says "Woman, you are hiding something from me," the audience can't figure out what he means.—*Judge*.

## A SONG OF THE FLAG

Oh, sing we the song of the flag.

Of the banner that billows and beats

As it rips through the wind on the roofs of the towns

And whips at the top of the fleets.

It tears through the rage of the blast,

In a fury it tugs to be free,

As it swings in the teeth of the storms of the land

And sings in the gales of the sea.

It runs in the winds of the plains,

It steadies and stiffens and thrills,

It streams in the smoke of the scattering clouds

And gleams on the bayonet hills.

Oh, sing we the song of the flag.

As it bellies and flutters and flings,

As it leaps to a home in the arms of the air

And laughs at the lusts of the kings.

It flames with the red of the dawn

And the white of the breakers that race,

It burns with a beacon of wonderful stars

On a banner of infinite space.

It lifts where the battles are blown,

Where the thunders are hurled and hurled,

It lightens the loads of the weak of the earth

And guards at the gates of the world!

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## INSURANCE SUGGESTIONS

**CONVINCING** evidence of the value of business insurance has been found in the case of the late Lewis W. Parker, a prominent South Carolina cotton manufacturer, and the cotton mills company of which he was the head. The company had, for its own protection, insured Mr. Parker's life for \$500,000. At the outbreak of the European war Mr. Parker, who had gone too extensively into cotton, suffered reverses. He retired from the presidency heavily indebted to the company and the latter was so embarrassed that it was forced into reorganization. But this proceeding was presently stopped, for Mr. Parker died and the half million of insurance money was paid to the company. On account of this the company's financial condition was so improved that it was able to resume business. Concrete instances of this sort, and the fact that bankers now hesitate to make loans to firms carrying no business insurance, should commend this style of insurance to every man conducting a business enterprise, no less to the man who has loved ones dependent upon him and for whom no other provision than life insurance can be made.

H., Orville, Ohio: Bankers Life Insurance Company of Des Moines, Iowa, is strong and flourishing. The Aetna's accident policies are absolutely reliable.

H., Sunbury, Pa.: The Security Life Insurance Company of America, though not a large organization, has shown steady development in the past few years.

M., Ottawa, Kansas: Among the well-known insurance periodicals are the *Spectator* and the *Insurance Press*, both of New York; the *Reflector*, San Francisco; the *Insurance Journal*, Hartford, Conn.; *Western Underwriter*, Chicago, and *Insurance World*, Pittsburg. It would be well for you also to send to all the leading insurance companies for their booklets of information, forms of policies, etc. One who intends to take up insurance work should also read as many as possible of the good books published on this subject.

P. D., Tiffin, Ohio: The Postal Life Insurance Co. of New York is an old-line company and is supervised by the New York State Insurance Department. The difference between it and other companies is that it employs no agents to promote its business; hence, the low cost of its insurance. It effects savings which inure to the benefit of the policy holders. Write to the company, Postal Life Bldg., Nassau St., New York, starting your last birthday, for particulars regarding its methods and cost of its various policies.

C. R., Poughkeepsie, N. Y.: I certainly advise you to take out an accident policy. Accident insurance is desirable because it covers ground which life insurance does not. You can well afford to carry an accident policy, for you can obtain one at moderate cost. A disability policy may be had from a reliable company covering both accident and health. Some accident insurance costs as little as three cents a day. A policy that will give you \$25 per week up to 100 weeks while disabled will cost slightly more than \$1 per week. For particulars regarding health and accident policies write to Aetna Life Insurance Co., Drawer 1341, Hartford, Conn. This is the largest company in the world writing life, accident, health and liability insurance.

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"She says her husband can't even keep her in pin money!"

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—Judge.

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Cohan's	Pom Pom	Mitz Hays in bright musical comedy
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Gaiety	Erstwhile Susan	Mrs. Fiske in amusing comedy of the Pennsylvania Dutch
Harris	Hit the Trail Holiday	Cohanesque comedy with Fred Niblo
Hudson	The Cinderella Man	Pleasing little comedy-romance by E. C. Carpenter
Lyric	Katinka	Musical comedy by the composers of "High Jinks"
Maxine	A Lady's Name	Marie Tempest in bright comedy
Punch & Judy	Treasure Island	Excellent presentation of Stevenson's novel
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Shubert	Step This Way	Low Fields in rejuvenated but amusing performance
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**On the 5:15** When you leave the hot, stuffy city behind you for a cool, enjoyable stay in the country across-lake to cottage and friends—that's the happiest day of the year. The Evinrude furnishes half the fun of those glorious summer days. Takes you all around the lake where you can "explore" all the inlets, bays or creeks. Drives your rowboat—seven or eight miles an hour, or slowly enough to troll. Easily portable—quickly attached to any rowboat or canoe. Write for 1916 catalog telling all about the New Evinrude Four-Cycle Twin and new improvements in the Single Cylinder Models.

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This delightful tour of 27 days visiting Havana, Cuba; Port Limon and San Jose, Costa Rica; Cristobal and Ancon, Panama Canal Zone; will be conducted by The American Express Company, in conjunction with LESLIE'S WEEKLY.

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**TIRE REPAIRING**

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has become so good—so exceptional, that within six years, from a one-man shop to hundreds scattered over the country, it has become nationalized. There is a Haywood station near you—a man and machine at your service—a Haywood expert who will inspect your tires and keep them repaired—keep the little injuries vulcanized, and it means 1,000 to 5,000 more miles of travel. Hundreds of enterprising mechanics and business men have established themselves to give Haywood service—have bought Haywood Plants—have opened a Haywood store as the link between the auto owner and his worn-out tires.

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for big men—live wires with some capital to co-operate with the Haywood organization—to establish a branch of this National Tire Repair Service. The business is permanently established. It is known to the motoring public when you open your doors. A big book of facts about tires and how to repair them, about the Haywood method and complete details of starting a Haywood Tire Repair Shop and Sundry Supply Store, will be sent for the asking. Mail this coupon, a letter or postal. Do it today.

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**Opportunity Coupon**

The Haywood Tire & Equipment Co., 690 N. Capitol Ave., Indianapolis, Ind.

Gentlemen—Please send me full details of your nationally advertised tire repair service and full particulars of starting a Haywood Sundry Store and Tire Repair Shop in this locality.

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There are some bonds which will interest you even if you have not invested before or have invested only in stocks.

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The demand in unsettled times for good first mortgages indicates their unusual stability. First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have loaned over \$1,000,000 and not a single cent lost to any investor or a single foreclosure made. Write for booklet describing methods, and list of loans from \$100 to \$10,000.

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If you have money to invest—or want to safeguard money already invested—you'll find "Jasper's Hints to Money-Makers" of constant value to you.

## JASPER'S HINTS TO MONEY-MAKERS



**BANK WORKERS STRONG FOR PREPAREDNESS**

The employees of the Northwestern National Bank of Minneapolis have been organized into a drill company with their own band (shown in the photo). The men seek to fit themselves for possible military service. The company has a membership of 100. Uniforms and equipment have been ordered and the company will be brought to a high degree of efficiency by competent drill masters.

**M**ANY wonder, with such favorable conditions, why the stock market does not show greater strength. We fail to appreciate the extent of the foreign liquidation of American securities. It has been going on under the pressure of the foreign governments, and especially of Great Britain and France, ever since the outbreak of the war.

It is generally believed that a careful plan of campaign has been arranged by these governments with representatives of certain influential banking and brokerage houses in New York to make a strong market for securities, especially railroads, that are largely held abroad. It will be noticed that whenever these advance, large holdings come upon the market and prices drop off.

We are told that this foreign liquidation has run its course, but we need not delude ourselves on this point, for notice was recently given in the House of Commons that an additional income tax will be charged on the income from American securities which the British Treasury has offered to purchase but which have not been turned in. The cable bluntly says that "the object of this is to compel the sale to the Government of American securities hitherto withheld by the owners."

Just as long as this pressure continues the stock market must feel its effects. But for this pressure there would have been a general advance, especially in high-class railroad and industrial securities, long before this, but whenever the market moves upward under a fresh impulse of buying, liquidation of foreign holdings increases, and as there are more sellers than buyers, the market weakens.

There will be a time when this liquidation will lighten, either because of a possible armistice, or because we have absorbed all that Europe has to sell, though this is a pretty big bite.

Careful investors, believing that the crops will be about the average and that we are nearing the end of the era of destructive legislation, are buying good stocks on reactions in the belief that a rise is due before fall. Speculators are buying the cheaper stocks of good grade with knowledge that a rise of the dividend-payers always carries with it a sympathetic rise in the entire market.

**F., Altoona, Pa.:** First National Copper is not in my opinion a good purchase at any price. The company is a Tom Lawson enterprise. The stock is very speculative and prudent investors avoid it.

**M., Cleveland, Ohio:** Sinclair Oil & Refining Co. is too new for a definite forecast. It controls large properties, part productive. But until it has earned dividends, its securities are speculative.

**T., Lowell, Mass.:** I do not advise the purchase of stock of the Universal Oil & Gas Company as an investment. You would be better off with a less number of shares of the Standard Oil subsidiaries, paying good dividends.

**S., Seaford, L. I.:** Any of the standard dividend paying stocks bought on reactions would be a suitable substitute for the speculative stock you mention. No one can tell what price C. R. I. & P. will sell at after reorganization and assessment.

**C., Mendham, N. J.:** Federal Aircraft & Motor Corporation, being a new and undeveloped enterprise, is far from being "a good investment" for a working woman. It would be better for you to invest your money in standard dividend-paying stocks, bought on the partial payment plan.

**S., Huntingdon, Pa.:** Interest on the Kansas City & Pacific first mortgage 4 per cent. bonds was defaulted in February last. The bonds, amounting to \$2,500,000, are a first lien on 130 miles of road and should come through the reorganization of the Missouri, Kansas & Texas Railway safely.

**B., Boston, Mass.:** Colorado Fuel & Iron is sharing in the present prosperity of the steel companies. Its earnings are large. It is not a dividend payer but its stock looks attractive as a speculation. The company's outstanding stock is \$34,235,500 common, \$2,000,000 preferred, par \$100.

**G. L., Dover, Del.:** I do not advise the purchase of the stock of the Sun Company. Better put your funds in one of the well-established, dividend-paying oil stocks. 2: I see nothing attractive, from the investment standpoint, in the stock of the Thomas Aeroplane Corporation. Careful investors prefer the well-established dividend-payers.

**F., Buffalo, N. Y.:** Boston & Montana Development, par \$5, is selling at about \$2. Its capital stock is \$15,000,000. It was organized in 1913, but though the property is promising, no dividends have as yet been declared. The development of the property has been hindered by lack of cheap transportation facilities. This is now being overcome. Despite the improved prospects the stock must be regarded only as a speculation. I cannot give you quotations on the stock two years ago.

**M., Buffalo, N. Y.:** There has been no court ruling to make C. R. I. & P. stock valueless, but the old Rock Island Co. has been dissolved and its stock is of no value. C. R. I. & P., though in receivers' hands, has shown such large earnings that many think it does not need reorganization, but the prospects are that one soon will be had. The stock has sold lately at about \$20. If you hold it until after reorganization you should be prepared to pay an assessment, but for the latter you will receive a valuable new security.

**G., New York:** 1. Cuban Cane Sugar Co. is a combination of about twenty plantations and companies in Cuba. It controls extensive and productive properties, but how the merger itself will succeed is yet to be seen. Sugar is high owing to the war, but profits and prices may drop with the return of peace. The stock is therefore in the speculative class. 2. Owing to opportunities made by the great war, Gaston, Williams & Wigmore have done a large and very profitable business, but it is uncertain how long this prosperity will last. The stock has sold at higher prices than it can be bought for today, and it is still a speculation.

**V., Phila., Pa.:** 1. It is possible to assess stock above its par value, though that is rarely done. 2. A non-assessable clause is of but little value, for in case a company became embarrassed, the stock could still be assessed and would be forfeited if the assessment were not paid. 3. Many curb stocks are as reliable as those on the regular exchanges—the Standard Oil stocks for instance. 4. The old Rock Island Co. has been dissolved by the courts and its stock is regarded as of no value. 5. Hecla Mining Co., par 25 cents, sells at about \$5, so that its speculative possibilities have been discounted. Success, though a dividend payer, and Caledonia are speculative propositions. Muskegon Refining, par \$1, sells at about \$3 and is a fair low-priced oil speculation.

**C., Galveston, Texas:** The best oil stocks are the issues of the Standard Oil group, with the Standard Oil of New Jersey or of Indiana near the head, but S. O. of Ohio, of California and of other States are attractive. They are not listed on the New York Stock Exchange, probably because their managers do not like the publicity requirements of that organization. All the standard dividend payers—railroad, public utility and industrial stocks—are good purchases on reactions. Emerson Phonograph and Flemish-Lynn Phonograph have not

(Continued on page 759)



## How Would You Invest \$100?

That question is more simple than its answer if the utmost in safety together with five to six per cent interest are factors with you.

There is no reason why your money should earn but three to four per cent when our Farm Mortgages will bring you five to six per cent.

When you increase your income from four per cent to from five to six per cent, you are adding twenty-five to fifty per cent to the earning power of your capital.

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Thirty-four insurance companies—America's shrewdest and most successful investors—have over \$650,000,000 invested in Farm Mortgages. This fact proves that Farm Mortgages are the best of all investments. Our clients have purchased from us over \$30,000,000 worth of Farm Mortgages without the loss to them of a dollar. These millions represent investments we have made ourselves first. We are not brokers, but investors.

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Our Farm Mortgages are first liens on cultivated productive farms of established values, well located in the heart of agricultural America—Missouri, Illinois, Arkansas and Texas. The value of the security constantly increases—the income is never delayed.

The American Trust Company has a capital of \$1,000,000 and assets of over \$7,000,000. It is subject to inspection and examination by the St. Louis Clearing House Association and the State Bank Examiners.

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Small and large investors, Trustees and Estates can purchase no more dependable securities than our Farm Mortgages and Farm Mortgage Notes. They come in denominations of \$100 up, paying five to six per cent interest. Write for our interesting, illustrated explanatory book, "Farm Mortgages." It is well worth while. Ask for book No. 115.



Investment Department  
**American Trust Company**  
Saint Louis, Missouri



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## JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 758)

developed as dividend payers and are only speculations. Leave them alone. The Kresge Co. stocks are dividend payers and good industrials. Among the stocks combining security with possibilities of a rise are New York Central, Southern Pacific, Union Pacific, Atchafalpa, Pennsylvania and Lehigh Valley, which are dividend payers; and C. C. & St. L., and Southern Railway preferred, which are earning, though not yet paying, dividends.

K. Meyersdale, Pa.: Western Maryland is not a dividend payer at present, but its prospects have lately improved and its stock is well regarded as a long-pull speculation. If you cannot afford to hold it you should be able to obtain for your shares as much as you paid for them.

L. Warren, Pa.: National Transit is a pipe line and one of the lesser members of the Standard Oil group. The par value of the stock has been reduced to \$12.50, but it is now selling at about \$16, which indicates confidence of investors in its future. At present rate of earnings it is a fair business man's investment.

B. New York: Net income over fixed charges makes the first mortgage bonds of the Port Dodge, Des Moines & Southern Railroad seem fairly safe. Michigan Railway's 6 per cent., 5-year first lien notes are not very attractive, as the company's earnings are scarcely sufficient to meet interest on bonded debt. American Public Service Co. is a small organization, earning fixed charges with something over. If it could pay dividends on stock, its 6 per cent. first lien bonds would be safer. United Light & Railways Co. has been paying dividends on first and second pfd. regularly. Dividends on common were suspended in 1914. The bonds appear well secured. Citizens Gas & Fuel Co. earns a little over fixed charges and is gradually retiring its bonds. The first ref. and mtg. 5 per cent. bonds are a fair speculation. Twin States Gas & Electric first and ref. mtg. 5 per cent. bonds are reasonably safe. The company pays 5 per cent. on pfd., but nothing at present on common. United Public Service Co. earns fixed charges and a little more. Its first ref. 6 per cent. bonds are a business man's speculation.

June 8, 1916.

JASPER.

### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, who desire to and secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

A booklet descriptive of their 7 per cent. first mortgages and a list of loans \$300 to \$10,000, will be mailed to any address by Aurelius-Swanson Co., 25 State National Bank Bldg., Oklahoma City, Okla.

The 21,000 holders of Swift & Company's shares and others who are interested in our great industrials will read with profit Swift & Company's Year Book for 1916, just published. Write to Swift & Company, Chicago, for a copy.

The frightful expense of the terrible war abroad is brought out in a remarkable monograph entitled: "War Loans and War Finance" just published by the Mechanics & Metals National Bank, New York City. Write them for a copy.

Buyers of bonds will find it helpful to consult "The \$100 Bond News," which analyzes market conditions and gives details of bond offerings. A free copy of this publication may be had by addressing Dept. 65, The \$100 Bond News, 10 Pine St., New York City.

"The Colorado Industrial Plan" is the title of a very interesting little booklet compiled by John D. Rockefeller, Jr., setting forth facts regarding the Colorado strike, which was so amicably settled. Copies can be had by writing to Mr. Rockefeller at 20 Broadway, New York.

The government accepts only the safest kinds of bonds as security for Postal Savings Bank deposits. This class of securities, free from income tax and yielding 4 to 5½ per cent., can also be had by the well-informed investor. For information, write to New First National Bank, Dept. 5, Columbus, Ohio, for Booklet E, "Bonds of Our Country."

Comparatively few persons realize how compound interest makes money grow. There is valuable knowledge on this subject for everybody in Booklet No. 2 to be had free of Tefft & Co., members N. Y. Stock Exchange, 11 Pine St., New York. It describes the installment investment plan, shows how interest increases capital and is very serviceable to investors.

Securities of prosperous mail order houses are growing in favor with investors. The common stock of Harris Brothers Co. of Chicago, one of the country's big mail order concerns, in business 23 years, is recommended as an attractive security with enhancement possibilities by Webb, Levett & Co., 43 Exchange Place, New York. A special circular telling all about this offer can be obtained free of Webb, Levett & Co.

Both to those who desire to invest their savings promptly and to those who seek to diversify their investments, the partial payment plan makes a strong appeal. This method of buying securities, from one share up and on convenient monthly installments, is fully explained in Booklet A-2, "The Partial Payment Plan," issued by Sheldon, Morgan & Co., members N. Y. Stock Exchange, 42 Broadway, New York City. This booklet will be sent free on request.

The \$100 bond has become one of the most popular of securities, especially when it yields more than savings bank interest. Attractive bonds of this denomination—government, railroad, industrial and public utility issues—are dealt in by John Muir & Co., members N. Y. Stock Exchange, and specialists in odd lots, 61 Broadway, New York City. Investors will do well to obtain of this firm

Booklet C-4, "\$100 Bonds," which will be sent to applicants without charge.

Conditions in the stock market change so frequently that investors need to be always on the alert. It is worth while to consider timely investment suggestions. Such may be had by all who will communicate with A. B. Leach & Co., investment securities, 62 Cedar St., New York. This house deals in securities of a diversified character and invites requests for its latest "Weekly Offering Sheet, No. J-178," containing a list of high-grade securities that will prove useful to anyone contemplating a purchase.

An important part has been played by the motor stocks in exchange transactions, owing to the record-breaking business which leading companies are doing. Information which will assist in making profitable purchases should be sought by all who are considering investments in these securities. This will be found in Booklet L. L. 4, which will be furnished gratis by L. H. Latrobe & Co., 111 Broadway, New York. The booklet argues that the prospective increased production by the companies must result in larger profits and higher dividends.

Those who would like to have a regular income each month in the year, can do so by buying 6 per cent. mortgages in small amounts, so divided that the interest will be due month by month. A very interesting plan of making investments on this basis has been outlined by the Associated Mortgage Investors, Inc., farm mortgage bankers, Granite Building, Rochester, N. Y. This concern has been dealing in farm mortgages since 1873 and offers them in lots as small as \$300 for those who desire to increase their income 50 per cent. above what the savings banks pay. Write to the above concern for its free book entitled "Special Service to the Investor."

The record of a house which recommends securities to the public is properly taken into account by the prudent investor. The fact that in their business career of 34 years no customer of theirs has lost money on purchases made of them, commends to public consideration the latest offerings of S. W. Straus & Co., 150 Broadway, N. Y., and Straus Building, Chicago. These are first mortgage serial real estate bonds yielding 5¼ to 6 per cent., whose safety Straus & Co. guarantees. Those desirous of availing themselves of this attractive investment opportunity should write to Straus & Co. for their free circular No. F-602, in which all particulars are given.

Now that the United States has become a great lending nation, foreign securities are bound to figure more largely in our financial market. No doubt some of these will offer excellent investment opportunities. To take advantage of such chances the investor should equip himself with accurate information. An important step towards gaining this is to write for particulars regarding the definite policy based on fundamental statistics which has been devised by the Babson Statistical Organization, Statistical Block, Wellesley Hills, Mass. This is the largest statistical organization of its character in the world. For the information referred to, address Dept. L-20, of the above organization.

The more conspicuous motor stocks have had big advances. It is on issues of lesser or newer companies that those favoring this class of stocks now largely base hopes of big profits. Among the latest organizations in the field is the United Motors Corporation, controlling five of the leading automobile accessories manufacturers of the United States. In financial circles the future of United Motors is regarded as promising. It is of interest to investors to study a special report on this enterprise prepared and sent free to any applicant by Slattery & Co., investment securities, 40 Exchange Place, New York. Ask Slattery & Co. for 18-D and booklet describing "The Twenty Payment Plan." Both are well worth perusing.

When it is considered that the big insurance companies have invested hundreds of millions of dollars in farm mortgages, the value of that class of securities is clear beyond dispute. Formerly only persons with considerable capital felt able to invest in these attractive interest-bearing issues. But now the opportunity to do so has been popularized. Bonds and notes based on such mortgages and earning 6 per cent. interest are issued in as low a denomination as \$100. Securities of this description can be secured from the American Trust Co. of St. Louis, which specializes in farm mortgages. The company is financially strong and has an honorable record. It has compiled an instructive book, "Farm Mortgages," which should interest every man or woman seeking safe investment for surplus funds and a higher than savings bank yield. Write for Book 114, to Investment Department, American Trust Co., St. Louis, Mo.

### A BROADMINDED CAPITALIST

IF everybody would read books like "A Capitalist's View of Socialism," the Socialist propaganda would cease to make progress in this country. This work, published without the author's name but with an introduction by Benjamin Paul Blood, presents the mature opinions of a successful business man who is broadminded, tolerant and judicial. He convicts Socialism from the mouths of its own advocates. Nevertheless, he favors a large measure of community welfare action, and would have the sentiment of fraternity influence men more strongly. He is a believer in the value of moral and mental education, finds in ignorance one of the chief obstacles to human success, and holds that the stability of a republic rests on the morality and intelligence of the voters. With faith enough to say that "things will be better," he declares that "the degree of melioration will depend on the character of the people." The book is written in popular language and its message, it is to be hoped, will reach many readers. New York: Parke, Austin and Lipscomb. Price, \$1.

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The young man who wrote that stored up energy enough in Colorado to win him quick promotion in his business. Needless to say, he's going to Colorado again this summer.

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*Maps will be furnished as supplements to replies when necessary. The inquirer may consult and take notes from the map, returning same without the slightest obligation; or if the map is kept, its nominal price may be remitted to the publisher. Les. 6-15-16	

In answering advertisements please mention "Leslie's Weekly"

## PILLOWS AS LIFE PRESERVERS



THE LATEST IDEA IN LIFE PRESERVERS

Lieutenant Edmonds seated on a mattress filled with kapok, while others float around him supported on pillows

**I**F, when the *Titanic* struck an iceberg, the passengers had been able to grab the pillows and mattresses in their berths and jump overboard, using the sleeping conveniences as life preservers, it is probable that a greater percentage of those on board would have been saved. The appalling loss of life that has occurred in the past few years on the water, especially on the *Titanic*, *Lusitania* and *Eastland*, lends public interest to any means by which such losses may be reduced.

Realizing that many drownings have occurred in recent years under conditions in which a few hours of grace would have resulted in rescue, Lieutenant S. P. Edmonds, of the United States Coast Guard, retired, who is now living at Newark, N. J., recently evolved a new form of life preserver which holds the heads of conscious or unconscious persons out of water for an indefinite period, the buoyant properties being due to kapok, a vegetable fiber.

Lieutenant Edmonds is a graduate of the United States Naval Academy, one of the famous class of '87, which includes Admiral Blue, Captain Bristol, in charge of navy aeronautics, and Captain Decker, who

carried the relief funds to Europe on the cruiser *Tennessee* at the beginning of the European war.

The new life preserver, which is made up in the form of pillows and mattresses used in the berths of passengers, is now being adopted by the Navy Department for most of the battleships. Recently, the United States Board of Steamboat Inspectors approved the Edmonds device. In his annual report for 1915, Admiral Taylor, chief constructor of the navy, made the following statement:

"Considerable improvement has been made by the use of vegetable fiber known as kapok as a standard filling for mattresses. This vegetable fiber is a more sanitary filling for mattresses and pillows than hair or feathers, costs less, and gives the mattresses and pillows certain buoyant properties not possessed by the hair and felt mattresses. Kapok has also been adopted as a standard filling material for life preserving equipment in lieu of cork, giving such equipment improved buoyant properties. The former design of life preservers has been changed to a design which will support the head of an unconscious person in the water."

## BOOKS WORTH WHILE

**LOST IN THE FAR COUNTRY.** By D. Lange. (Lothrop, Lee & Shepard Co., Boston: \$1 net.) A typical boy's book, full of thrilling adventure that teaches while it amuses.

**THE BAILEY TWINS.** By Anna C. Chamberlain. (Lothrop, Lee & Shepard Co., Boston: \$1 net.) A book full of childish humor and sweet sentiment. An excellent girls' juvenile.

**MAKING MARY LIZZIE HAPPY.** By Nina Rhoades. (Lothrop, Lee & Shepard Co., Boston: \$1 net.) A touching tale of a deaf, dumb and blind child's struggles and the heroic efforts of another child to make her happy.

**TRULY STORIES FROM THE SURELY BIBLE.** By Margaret Walsh. (Lothrop, Lee & Shepard Co., Boston: \$1 net.) A delightfully new adaptation of Bible stories that should prove both a pastime and an education to any child.

**POLLY COMES TO WOODBINE.** By George Edelbert Walsh. (Lothrop, Lee & Shepard Co., Boston: \$1 net.) A touching story of child life leavened with childish humor. A splendid gift book that teaches the blessing of happiness.

**THE LOVE WOLF.** By Louis Joseph Vance. (Little, Brown & Co., Boston: \$1.30 net.) A thrilling melodramatic well-told recital of the exploits of a unique character of the underworld whose regeneration robs the tale of empty sordidness.

**THE ART OF STORY WRITING.** By J. Berg Esenwein and Mary G. Chambers. (Home Correspondence School, Springfield, Mass.: \$1.50.) The book is of great help to any young person trying to master that most difficult art of all—fiction. Professor Esenwein is well known as the former editor of *Lippincott's*.

**THE SINGLE CODE GIRL.** By Bell Elliott Palmer. (Lothrop, Lee & Shepard Co., Boston: \$1.25 net.) A book of good purpose, fairly well written, but hidden behind a poor title. The book presents no new arguments to the age-old question "should there be a single code of morals for both sexes?"

**MR. BINGLE.** By Geo. Bart McCutcheon. (Dodd, Mead & Co., New York: \$1.35 net.) The adventures of Mr. Bingle are delightfully humorous. The author has created a new character that will remain in the memory as long and as clearly as any of the many well-known characters in his numerous works.

**THE THREE FURLONGERS.** By Sheila Kaye-Smith. (J. B. Lippincott Co., Philadelphia: \$1.25 net.) A fine example of the newer school of English fiction. An unusual story of the search for happiness of a closely united family—a sister and two brothers—who find gain in character in that which they lose.

**JEAN CABOT AT THE HOUSE WITH THE BLUE SHUTTERS.** By Gertrude Fisher Scott. (Lothrop, Lee & Shepard Co., Boston: \$1 net.) Another of the splendid Jean Cabot stories—the last of the series. Written by one who knows and loves young

people and has given us only good, wholesome stories of girlhood.

**TALES TO BE TOLD TO CHILDREN.** By Mary Dickerson Donahay. (The Howell Co., Chicago: \$1.25.) A series of tender and appealing little stories that reach the heart of the grown-ups as well. The stories deserve more than usual attention for their breadth of understanding and sympathetic solution of childish problems.

**ARNOLD'S LITTLE BROTHER.** By Edna A. Brown. (Lothrop, Lee & Shepard Co., Boston: \$1.20 net.) A school story that will be appreciated by all boys and girls from ten to fifteen. The story revolves about an older and younger brother away at school together, and the narrative of their experiences is a training in character building.

**TOBACCO LEAVES.** By W. A. Brennan. (Geo. Banta Publishing Co., Menasha, Wis.: \$1.25 net.) A book crowded with interesting facts about the noted weed. Chapters deal with tobacco history, cultivation, chemical composition, curing and marketing, various means of its use, its effects on the human system and its asserted beneficial qualities.

**DAVE PORTER AT BEAR CAMP.** By Edward Stratemeyer. (The Boy Scouts of Black Eagle Patrol, by Leslie W. Quirk; IN THE GREAT WILD NORTH, by D. Lange; THE BOY WITH THE U. S. LIFE SAVERS, by Francis Holt Wheeler. All these books appeal to the adventurous spirit of the growing boy; each teaches lessons that are character forming.

**BLIND EYES.** By Margaret Peterson. (Browne & Howell Co., Chicago: \$1.30 net.) The heroine, brought up in a quiet English home, reaches maturity still a child in her outlook upon life. A serious proposal of marriage sends her rebelliously from her indulgent sister's home to London, where, with three other girls, she finds the answer to her questions about life and its responsibilities.

**THE RED-HOUSE CHILDREN'S YEAR.** By Amanda M. Douglas. (Lothrop, Lee & Shepard Co., Boston: \$1 net.) This is the fourth volume of the popular Little Red House Series which describes an interesting family of eight children. One of the boys, "Chan," has a remarkable voice and great natural musical talent, and part of the volume is devoted to his trip abroad for study.

**THE FLOWER ART OF JAPAN.** By Mary Averill. (John Lane Co., New York: \$1.50 net.) Every flower lover and artist will thoroughly enjoy this new book. Miss Averill's simple treatment makes a seemingly complex art easy of comprehension if the flower lover studies her book carefully. The various chapters deal with the choice of flowers, their meaning, the mental response their selection creates and the wonderful and varied symbolism of arrangement of both flowers and containers. There are many practical and helpful suggestions. There are numerous excellent illustrations. The book exemplifies the beauty of Japanese art.



## THE PUBLIC A RAILROAD DIRECTOR

DOES the public appreciate the fact that it has been given a seat upon the board of directors of every railroad in the country? Mr. Ballard Dunn of the Association of Western Railways, in addressing the Denver Ad Club, makes the point that the creation of the Interstate Commerce Commission had this effect, and that in handling the present demand for increased wages the railroads are putting it squarely up to the public to say whether it is to be a real director or a dummy one. If the wage increase of \$100,000,000 be granted, the public that sits upon the board of directors will have to pay for it. "And should they declare in favor of this increase in wages," said Mr. Dunn, "they must at the same time declare in favor of the increase in rates." The hope of the railroads is not for less, but more, regulation by the Interstate Commerce Commission, that not only freight and passenger rates, but the issuance of railroad securities be regulated by the Commission, and that the question of railroad expense, the most important element of which is wages, be supervised by the Commission. "Now that we are arrived at the closing era of watered stock, let us be sure," says Mr. Dunn, "that we do not usher in an era of watered wages. The public has had to pay for the watered stock. The public will also have to pay for the watered wages." The 1916 wage demand is that eight hours "or less," 100 miles "or less" constitute a day's work, that a full day's pay be granted whether one work one hour or eight hours, whether one travels one mile or 100 miles, and that time and a half or extra mileage be paid for the least overstepping of eight hours or 100 miles. Mr. Dunn calls the "or less" clause a scheme of watered wages. "It should be impossible for any body of men to insist upon a penalty payment for overtime, and demand a full day's pay for less than a full day's work," he says.

## HEARTS AND FACES

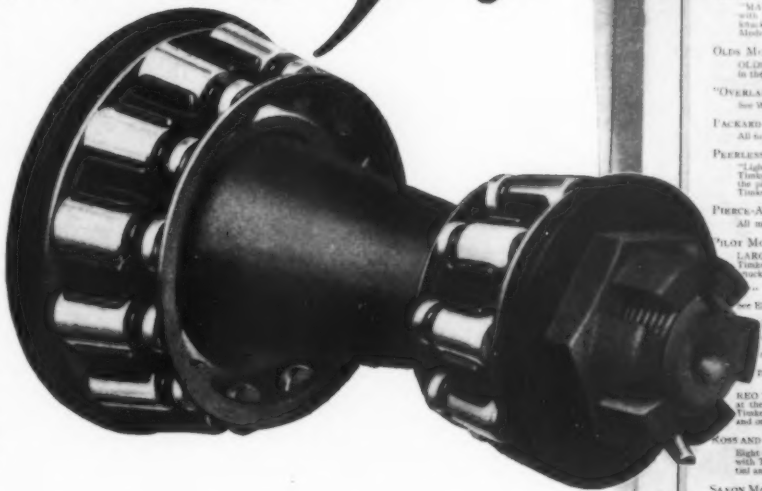
IN "Hearts and Faces," John Murray Gibbon, formerly editor of *Black and White* of London, England, and now connected with the Canadian Pacific Railway Company, has given the world a novel of distinct attractiveness and promise. It



JOHN MURRAY GIBBON

describes the romantic experiences of a young Scotchman, George Grange, who cuts short a university course of study for the pursuit of art and who becomes in time a noted painter. The author depicts the fascinating life of art students and artists in London and Paris with sure personal knowledge and local color. Besides telling a vivid human interest tale, his descriptions and his studio dialogues are technically accurate. The portrayal of the hero at various stages of his progress is an excellent piece of drawing of character and developing skill. The minor figures in the story, Scotchmen and others, are well delineated. One of these, the old painter, Nathaniel Reid, is such an original and striking personality that we hope Mr. Gibbon will be inspired to write a book about him. John Lane Co., New York. Price \$1.35 net.

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OLDS MOTOR WORKS Lansing, Mich.  
OLDSMOBILE SIX-54, 55, 41 and 42 have Timken Bearings in the front wheels.

"OVERLAND" See Willys-Overland Co.

PACKARD MOTOR CAR CO. Detroit, Mich.  
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PEERLESS MOTOR CAR COMPANY Cleveland, Ohio  
"Light Eight" has Timken Detroit front and rear Axles with Timken Bearings in the front and rear wheels, at differential, on the pinion shaft and on the steering knuckle joints. Other Models have Timken Bearings in the front wheels.

PIERCE-ARROW MOTOR CAR CO. Buffalo, N. Y.  
All models have Timken Bearings in the front and rear wheels.

PILOT MOTOR CAR CO. Richmond, Ind.  
LARGE SIX has Timken Detroit front and rear Axles with Timken Bearings in the front and rear wheels, at differential, in steering knuckle joints and at the differential.

See Elkhart Carriage & Harness Mfg. Co.

MOTOR MANUFACTURING CO. Indianapolis, Ind.  
Model SIX-30 has Timken Detroit front and rear wheels with Timken Bearings in the front and rear wheels, at differential, on the pinion shaft and on the steering knuckle joints.

FOR CAR CO. Lansing, Mich.  
St. Catharines, Ont.  
REO THE FIFTH has Timken Bearings in the front and rear wheels, at differential and on the pinion shaft. Model 17-8 has Timken Bearings in the front and rear wheels, at differential and on the pinion shaft.

ROSS AND YOUNG MACHINE CO. Detroit, Mich.  
Eight cylinder Model has Timken Detroit front and rear Axles with Timken Bearings in the front and rear wheels, at differential and on the pinion shaft.

SAXON MOTOR CO. Detroit, Mich.  
Saxon SIX has Timken Detroit front and rear Axles with Timken Bearings in the front and rear wheels, at differential and on the pinion shaft. Saxon FOUR has Timken Bearings on rear end of pinion shaft.

SIMPLEX AUTOMOBILE COMPANY New Brunswick, N. J.  
36, 38 and 75 H. P. have Timken Bearings on the steering worm shaft. K-40 and Simplex model have Timken Bearings in the front wheels.

Note: See Electric Pleasure Cars, page 7; Electric Industrial, page 7; Electric Commercial, page 6; Gasoline Commercial, page 6.

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## ROLLER BEARINGS



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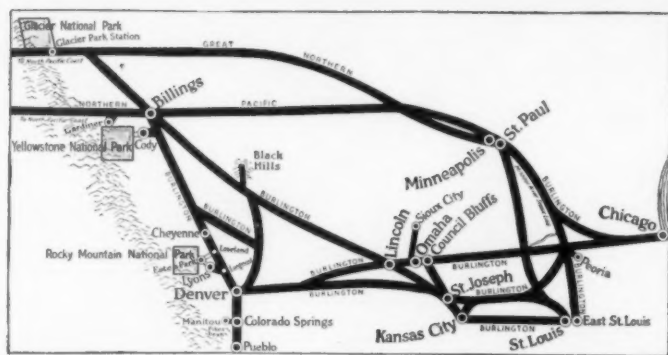
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## LITTLE GLIMPSES OF MEXICO

BY PANCHAJAJARO

**EDITOR'S NOTE**—The writer of this sketch is an American woman residing along the Mexican border, whose knowledge of Mexican ways and speech allows her to mingle with the people and learn what they say among themselves.

**MY** journeyings into Mexico were attended with especial interest during the time of the Juarez conference between General Scott and General Obregon. I talked a little and listened a great deal to what was being said in the cafes and the plazas. One day I went to Hermonsillo. The railroad fare was one dollar and I jogged along in a Mexican train full of every class and description of native for a whole twelve hours for my money. The only other Americans aboard were a lawyer and his clients—rich mining men. The lawyer had lived in Mexico City for five years and had just come from there. He said that the once lovely capital is now sadly demolished, the streets torn up, buildings disfigured, hardly a cab left to be hired, all the horses having been "conscripted" by the army. Plumbing has been torn out of the hotels and the art decorations broken and defaced. This gentleman and myself were of the same opinion as to the effect of the conference on the average Mexican. The heads of the *de facto* government may understand the spirit of our attitude or appreciate the patience of fifty-five years, and, if more stable in their own positions, might influence the Mexican people to profit by the conciliatory attitude of the United States. But such, alas! is not the case. The great majority of Mexicans regard the concessions of the Juarez conference as an evidence of our intimidation.

Several days ago I was dining in a restaurant in a Mexican town which I must not name here. The tables were filled. A Mexican officer, very dapper and important, came in with a good-looking young man in civilian clothes. They sat down at my table. I looked as stupid and uninterested as I could when they frankly discussed me for a moment in Spanish. I did not understand their language, that was certain, they agreed. They then proceeded to discuss their business and I might have been the salt cruet for all that I hindered their remarks. They were Señor Serano, Chief of Staff to the Minister of War, and Señor Obregon, younger brother of the general of that name. They were on their way to the conference at Juarez and their conversation gave me an interesting side-light on their thought. They were full of resentment and were scornful of our administration. One thing struck me forcefully. They were sure that the withdrawal of our troops would be requested and equally certain that it would be refused. The time, they said, was unpropitious. A year earlier or later, involving no question of a presidential election, and there would have been no expedition, said Señor Serano. I wonder if they spoke the mind of the majority of Mexicans?

General Obregon, the Minister of War, is a native of Sonora, where before he became a fighter he was a garbanzo raiser, as were his people before him. His bride lived in Nogales, Sonora. She was a refugee from the Villista governor, Maytorena. Her family are also garbanzo cultivators, and are owners of a great deal of real estate and are otherwise wealthy. It is said that the family paid \$100,000 immunity money to the Villista rulers. Obregon owed his first success as a soldier to the fact that his followers were a band of Yaqui Indians. The peon Mexican regards the Yaqui with a peculiar, deep-rooted fear and horror. Obregon had a faculty for handling Yaquis and so swept all before him. Those who know him well say he is a powerful man but not a truly big one. "A good fighter, but a bad friend," is the way he was summed up to me.

## "After All"

is a surprising story of married life, by Richard Washburn Child. And whether married or single, you will enjoy reading it in the June 17th issue of

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THE NATIONAL WEEKLY



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